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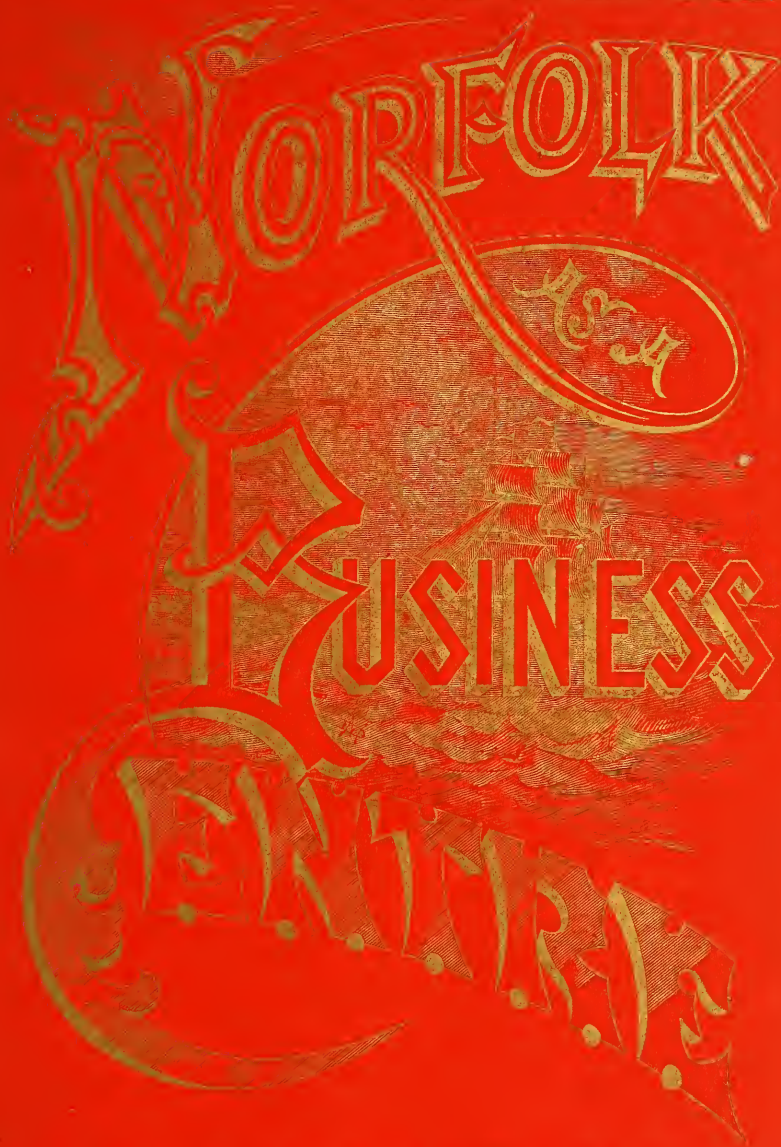
Book \_\_\_\_\_

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SECOND EDITION.



Its Principal Industries & Trades.

WITH BRIEF SKETCHES OF THE LEADING MERCANTILE  
FIRMS IN THE CITY.

By CARY W. JONES.

1881.

LUTHER SHELDON,  
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# NORFOLK BUSINESS CENTRAL

Its Principal Industries & Trades.

By CARY W. JONES.

C. HALL WINDSOR, BOOKSELLER AND STATIONER No. 5 BANK STREET.

VIRGINIAN PRESSES, MAIN & COMMERCE STS.

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# NOTICE.

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THE Publisher takes especial pleasure in presenting to the public, the Second Annual Edition of this Work, greatly enlarged and improved with numerous additional features.

When the first edition was inaugurated our most enterprising and open-handed business men, with characteristic liberality, extended it their hearty and generous co-operation, and many of its friends who were doubtful as to the success of the undertaking, when it appeared, acknowledged the achievement. This year our merchants have attested their appreciation of its influence in advancing the commercial and mercantile interests of the city it represents, by even a greater degree of liberality, as a comparison of the two books will show.

This flattering encouragement at their hands was appreciated, and it caused the Publisher to re-double his efforts in making the present edition an improvement upon the first. It remains for his patrons to determine whether or not his aim has been accomplished.

The Bird's-eye View of Norfolk, Portsmouth and the Inner Harbor, has been secured at great labor and expense, and will, we feel confident, prove a valuable acquisition, as it defines more clearly to the outside world than could possibly be done by any other means, our magnificent Harbor, from the Naval anchorage and Norfolk and Western Railroad depot on the East, to Fort Norfolk on the West, and the easy adaptability of this immense water front to the requirements of our rapidly increasing commerce.

The review of Norfolk's business interests begins with the year 1865, when our Export trade had not commenced, and our most important interests were not yet in their first stages of inception. It follows through a series of sixteen years, the lassitude and subsequent revival of these interests, pointing out what has already been done and the many avenues through which our people have reason to expect that tide of prosperity which is to make Norfolk commercially great and opulent.

The inducements offered investors by the City are enumerated, and the principal Industries and Trades, together with much accumulated data in regard to them, and the most successful firms engaged in them, are also presented; the whole forming a material panorama that should be of interest to business men everywhere.

With the hope that this effort will benefit our city, the publisher each year sends gratuitously fifteen hundred copies to merchants throughout the country.



# SKETCH OF NORFOLK,

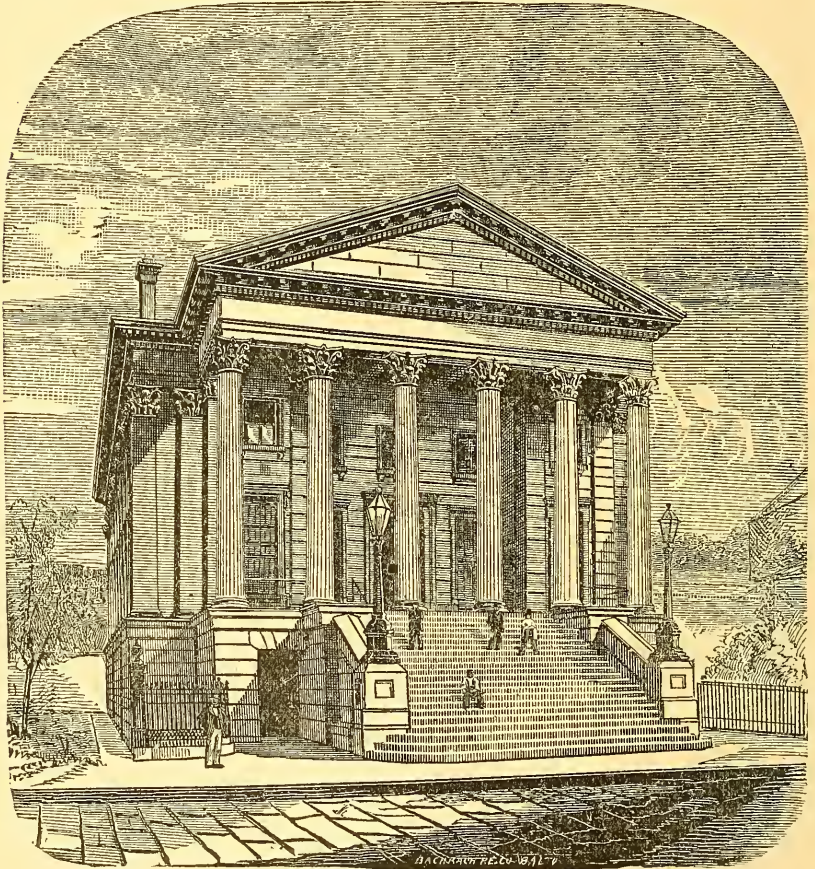
1865--1881.

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IN giving this second annual outline of the commercial history of Norfolk, and in endeavoring to introduce it to the World of Traffic as a Business Centre, by delineating as fully as practicable, within our somewhat limited space, its leading Industries and Trades, it is not proposed to dwell long on our remote Past. The pens of Historians, far abler and more learned in antiquarian lore, have already described its origin and growth from the time of the red man, who hunted in the primeval forests that covered its present location or fished in the neighboring streams, even then noted for the abundance and quality of supplies, most admirably adapted both to the comfort and sustenance of man. Dwelling briefly on these points and passing over its progress or decline in business until the close of the late civil war—that mighty *deluge*, which swept away many ancient landmarks and brought to light and life a new order of things—it is our purpose first to review the history of the Foreign Trade of the now new and flourishing city, which has sprung, so to speak, from the debris of our “Ancient Borough,” from the termination of that great struggle to the present time. Its Waterways and Railways, in fact all ways, by which it receives and distributes the wealth and products of the Interior, which here seek an outlet and a market, shall all be duly considered at the fit time and place. In a word we have undertaken to group together all facts of general interest bearing on our present condition and the bright prospects we see in the near future.

It is very true that “ye goode towne of Norfolke is an antiente one,” but we wish it to be distinctly understood that in our reference to the “*deluge*” we had no intention to imply that our city is an “antediluvian relic,” though the dark walls, with their deep salt air stains, of many of

our ancient edifices taken in connection with some of the buildings of a little more modern date, to which are attached porches of "*most exceeding altitude*," have led visitors to suppose that at some very remote period of our history the terrible flood had indeed swept over our city and that thereafter these somewhat Babel-like efforts had been made to prevent the dire consequences of a similar calamity in the future.

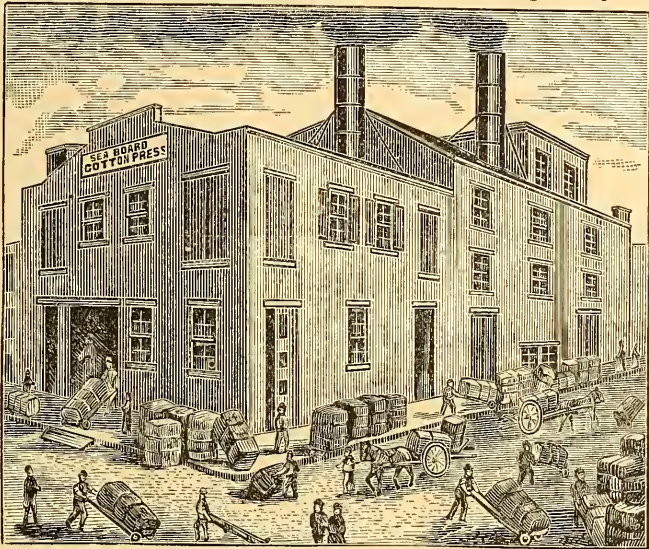


CUSTOM HOUSE AND POST OFFICE.

It was only about three centuries ago—a short period in the Old World's history, though seemingly long in the light of our American civilization—that certain adventurous Englishmen, sent out under the authority of good Queen Bess by the gallant Raleigh, landed on Roanoke Island, now a part of North Carolina though then styled Virginia, and in one of their wanderings came across the Indian village of "Ches-pik," situated on what is now known as the Elizabeth River, and

having reported its favorable situation to the Mother Country, Raleigh immediately divined the future of a town possessed of great natural advantages and gave his orders accordingly. History fails to give us the details of the unsuccessful attempt to plant here the first English settlement, but there is a legend that runs somewhat this way: "The natives were incensed at this attempt by outsiders to aid them in developing their natural advantages, believing that if left alone in the course of ages they would develop themselves, and hotly bade the — 'Yenghis' begone."

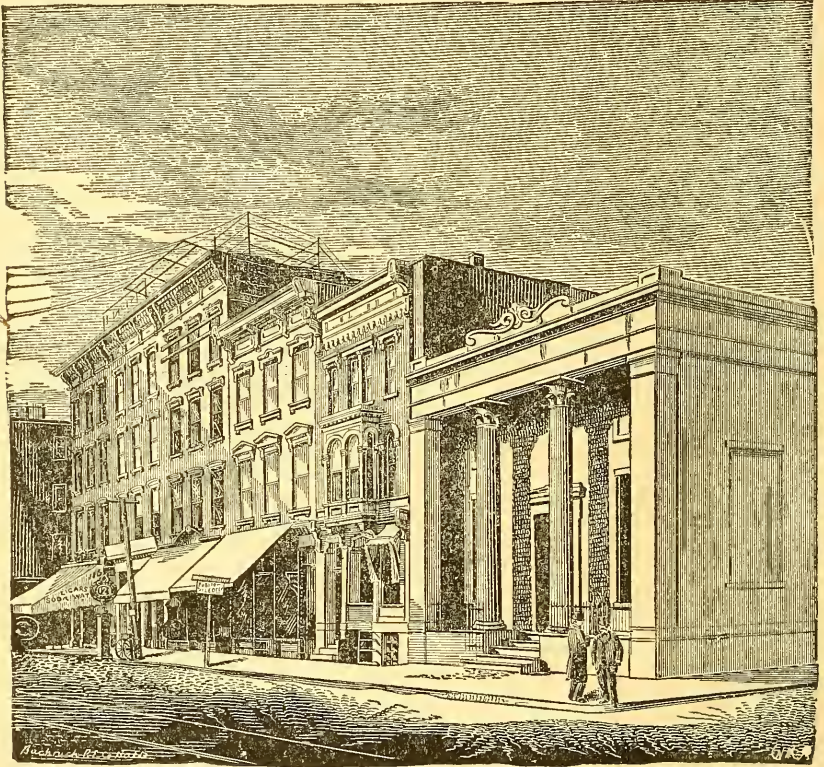
It is further reported that the spirits of these aborigines lingered long among their successors, even when the red man had, given place to the



SEABOARD COTTON PRESS (REYNOLD BROS.) TOWN POINT.

aggressive Anglo-Saxon and the virgin soil of the forest been ruthlessly torn up by imported plough shares. We are creditably informed that no longer than thirty years ago a venerable citizen of this old school—he has now passed away, we trust to the happy hunting grounds of his red predecessors—growled unceasingly because the introduction of the "then new" line of steamers to New York had deprived him of what he considered at least one of our greatest *natural advantages, fine fishing right in the very harbor of our city.* But the "deluge" certainly swept away the ground work of this old fogyism and one by one the fossil monuments of a defunct system are crumbling, and we trust, to be buried forever out of sight, when our regenerate city reaches the full development of her promised future.

In this age brimful of facts and figures, any school-boy can tell his anxious father enquiring where is Norfolk, Virginia? That it is a city situated in lat.  $36^{\circ} 50' 50''$  N., long.  $76^{\circ} 18' 47''$  W., on the north side of an arm of the sea, called the Elizabeth River, and that directly south of it on the opposite side of the river is the city of Portsmouth. These are geographical facts, but when we speak in commercial parlance of the port of Norfolk, we include all the territory on both sides of the river, which embraces the cities of Norfolk and Portsmouth, the



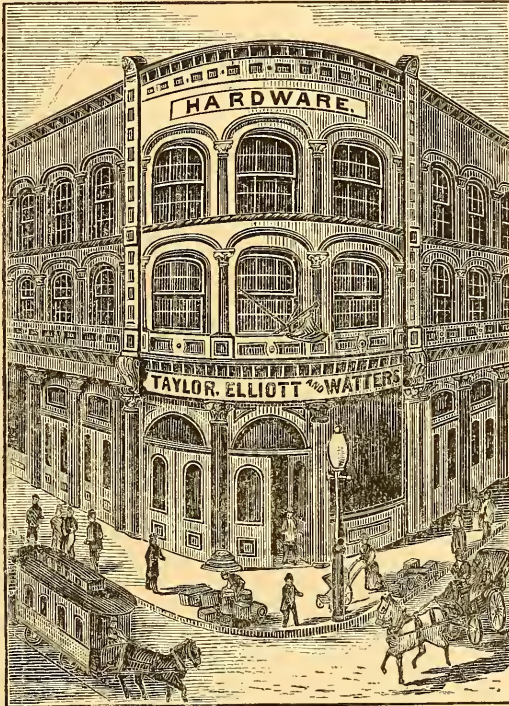
MAIN STREET—ATLANTIC TO BANK STREETS.

village of Berkley at the confluence of the Southern and Eastern branches of the Elizabeth and the suburban villages of Brambleton and Atlantic City, lying respectively above and below the corporate limits of Norfolk City. Within this territory now live between 40,000 and 50,000 people.

Here we find a magnificent port with a channel approach of 28 feet water, thus open to vessels of the largest size and open too at all seasons, while it presents at all times a harbor safe, and free from prevailing epi-

demics. Eight miles below the city at Seawell's Point the river flows into Hampton Roads, that unsurpassed, if not unequalled roadstead of the World; and in this connection a slight divergence from the immediate subjects of our sketch, we think, will not be uninteresting. It is an official description of this magnificent Roadstead furnished by the U. S. Coast Survey :

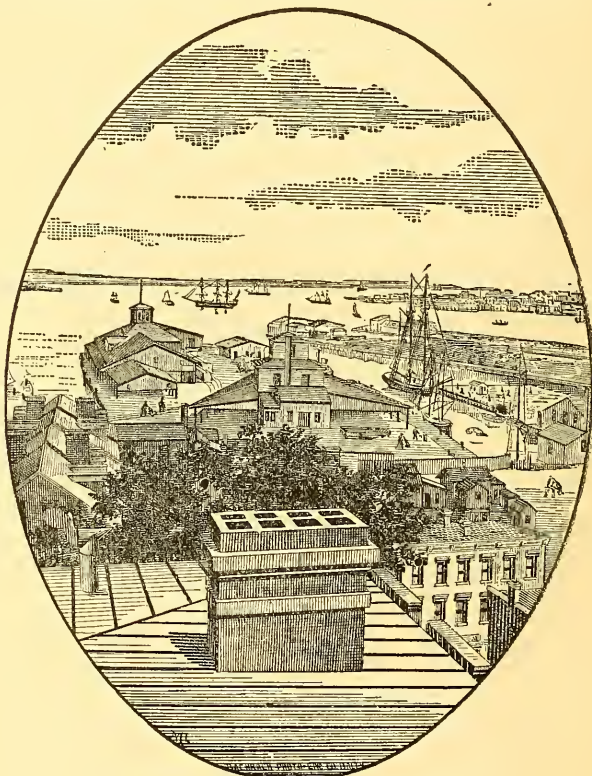
“Hampton Roadstead is formed by the confluence of the James, Nansemond and Elizabeth rivers, and is bounded on the north by Old Point Comfort and the Hampton shore to Newport News ; on the east



TAYLOR, ELLIOTT & WATTERS—COR. MAIN STREET AND MARKET SQUARE.

by a line drawn from Old Point Comfort Lighthouse to the Rip Raps, and continued to the west end of Willoughby bank ; on the south by Willoughby Bay and Seawell's Point Spit ; and on the southwest and west by a line drawn from Seawell's Point to Newport News Point. Between these limits the Roads are about four miles long, with a depth from four to fifteen fathoms and excellent holding ground. At the eastern boundary the anchorage is three-quarters of a mile wide, and gradually widens toward the southwestward until abreast of the western end of Hampton Bar, where it is a mile and three-eighths

wide, between the lines of three fathoms." To realize to the full the capacity of this grand harbor for the world's shipping, we must not forget that the nautical mile referred to above is 2,028 yards, or over 15 per cent. more than the statute mile. With this brief review of the advantages of the situation of Norfolk as a port and reserving the right to ventilate this subject more fully as occasion offers, we will now enter upon a brief history of our foreign trade during the past fifteen years, referring incidentally to the different avenues through which the



BIRD'S EYE VIEW OF HARBOR.

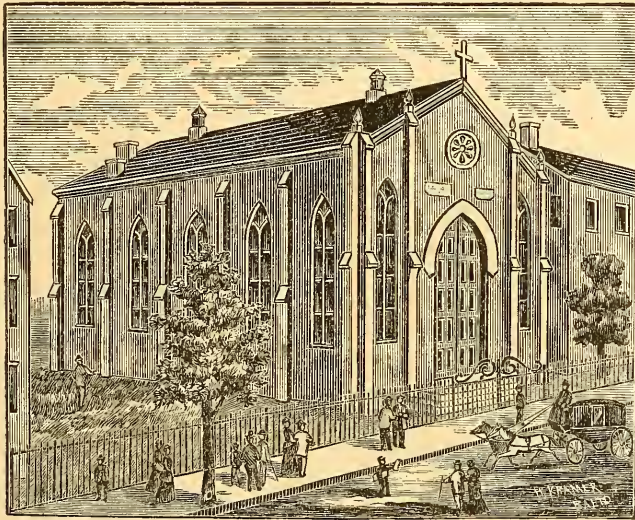
vehicles of commerce have brought the wealth of her commercial tributaries and poured it into the lap of our beautiful and prosperous city.

The Summer of '65, while it found active hostilities at an end, and our people once more gathered in their old home, seeking employment in such avocations as seemed most likely to yield a provision for themselves and families, came upon our city in a state of comparative isolation from all her old connections. Her railroads were cut off from their termini, while her lines of water transportation were principally new or



in the hands of indifferent outsiders and used merely to earn the most money possible in carrying visitors to the late fields and scenes of war, on money making bent or led by idle curiosity, or else in furnishing supplies for the surrounding country, still suffering from the exhaustion of the war.

The good people of the neighboring counties, lying on the North Carolina sounds, who had formerly sought in our city a market for their rich yield of corn, found the vast supplies of grain, which the new developments of our "Iron Age" were bringing from the overflowing granaries of the fruitful West, precluded thought of rivalry and therefore ceased to cultivate that product of their soil and began to feel the



DISCIPLES' CHURCH—FREEMASON STREET BET. BANK AND BREWER.

first symptoms of the cotton fever, which has revolutionized the agriculture of that section of the Old North State.

There was no Board of Trade, Cotton Exchange or other organization at that time to whose records we can now refer to gain the accurate information about trade and the arrival and shipment of produce, which is now at our fingers' ends in the carefully prepared and periodically published statistics of that excellent organization, the "Cotton Exchange," which under its present admirable management is a true source of pride to our business community, and which is only incomplete in that its usefulness is confined to the single staple, "King Cotton." A reference to the books of the Custom House enables us to

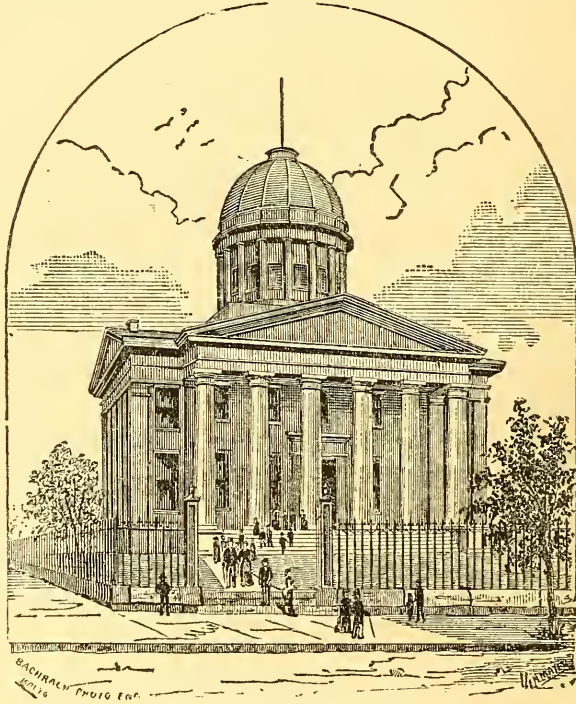
present the following statistics of the Foreign trade of Norfolk in 1865:

### IMPORTS.

|  |     |       |       |
|--|-----|-------|-------|
| VESSELS—One Schooner and one Brig, both from Turk's Island ; |     |       |       |
| cargoes salt, valued at . . . . .                            |     | \$873 |       |
| Hides and Old Junk . . . . .                                 | 110 |       | \$983 |

### EXPORTS.

|  |     |          |          |
|--|-----|----------|----------|
| Staves to the West Indies, valued at . . . . . |     | \$11,163 |          |
| Miscellaneous merchandise, . . . . .           | 375 |          | \$11,538 |



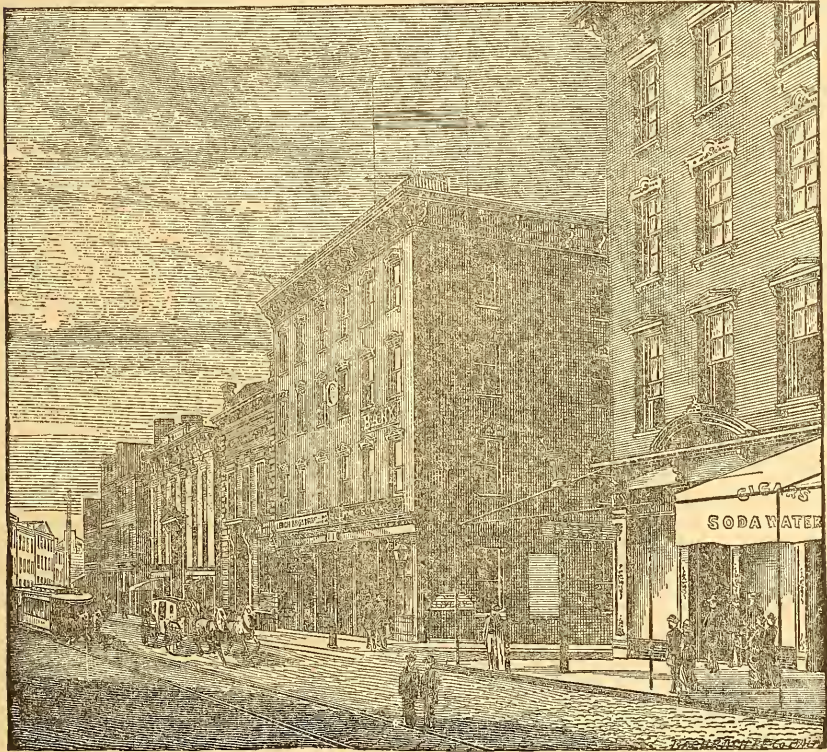
CITY HALL AND COURT HOUSE.

The above business was all done in the last quarter of the year.

In the next year, 1866, was seen the dawning of a brighter day for the commercial prospects of our city. On the very first day of the year there was a sort of *involuntary* direct trade movement in the shape of the entry of the cargo of a wrecked British Brig, the "Victoria," consisting of an assortment of dry goods, liquors, &c., valued at \$22,000. The Merchants' and Mechanics' Exchange had begun a new life, having been reorganized the preceding October and formally opened to the public in November under the presidency of that most highly

esteemed and valuable citizen, Charles Reid, Esq., the Nestor of the Slave Trade. The re-opening of the Norfolk and Petersburg Railroad to Petersburg in February of this year was welcomed with great delight by all our citizens. It was the first link in that chain of events which has brought our city to its present state of improvement and which promises an untold prosperity in the near future.

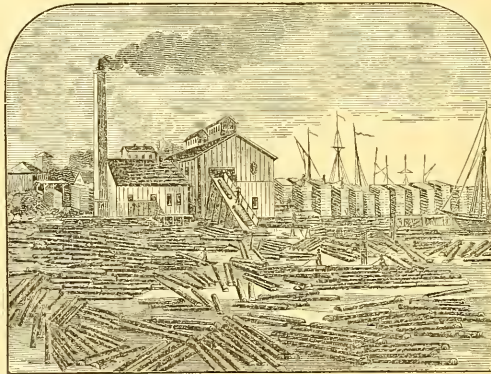
Towards the end of February one of our enterprising citizens had



MAIN STREET—ATLANTIC TO COMMERCE STREETS, NORTH SIDE.

completed his arrangements for the sailing of the British steamship Ephesus from Liverpool in April, and made strenuous efforts to procure orders for a cargo to be brought thence to Norfolk and a return cargo from this port for Liverpool. The efforts of this gentleman in the movement for direct trade were warmly endorsed and advocated by our people, and would have no doubt been at least measurably successful had not a combination of unavoidable circumstances caused a delay in the arrival of this steamship so far beyond the anticipated time that

it became necessary to ship the cargo, originally collected for her from another port. Early in June the delayed steamship put in an appearance, bringing an assorted cargo of merchandise, valued at \$31,290. She was a large screw steamer of — tons and 310 feet long. She lay at the wharf contiguous to the foot of Fayette street, Town Point, the water at which had been deepened, by use of a dredge, by her consignee, at a heavy outlay, and in a spirit of liberality which showed they were somewhat imbued also with the spirit of progress, the City Councils had agreed to bear half of the expense. In the novelty of a vessel of her size lying at our wharves she seemed almost like a second edition of the "Great Eastern." An outward cargo was procured for her a second time, and she cleared on the first day of July for the voyage to Liverpool. But the destination was never reached: the



MANISTEE SAW MILLS, BERKLEY—LEKIES & COLLINS.

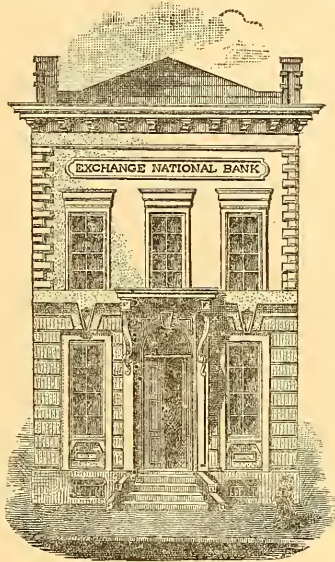
vessel and cargo were lost in a thick fog off Sable Island. We subjoin a copy of the manifest of the British steamship "Ephesus" on the voyage from Norfolk to Liverpool, dated June 30, 1866. As she was the Pioneer vessel from our port to Liverpool, it may prove interesting :

|   |                  |
|---|------------------|
| 330,621 lbs. cotton, valued at  | \$119,023        |
| 2,296 bbls. rosin, " "  | 7,428            |
| 736 " tar, " "  | 1,790            |
| Tobacco in hogsheads, tierces and other packages, weighing in all 323,874 lbs., valued at | 52,299           |
| 43,000 staves, valued at  | 2,600            |
| <b>Total valuation</b>  | <b>\$183,140</b> |

The anticipated arrival of the "Ephesus" created a demand for a cotton compress, and this was soon supplied. Although it has long

gone the way of all man's worn-out inventions, we doubt not that Norfolk's first adventure in this line, in the spring of 1866, still lives fresh and green in the memory of all the old Town Point wharf men, some of whom are still loyal subjects of Old King Cotton. It was of *one-mule power*, and Mike Hatton, well and favorably known among the cotton boys of to-day, was the *engineer*. It was a power too in its way, and did its work well, as far as it went, but of course in this age of high pressure and steam had to give way to a more powerful competitor.

The "Ephesus" was the last as well as the first venture of the year in the movement of direct foreign trade, other arrangements however had



EXCHANGE NATIONAL BANK—MAIN STREET.

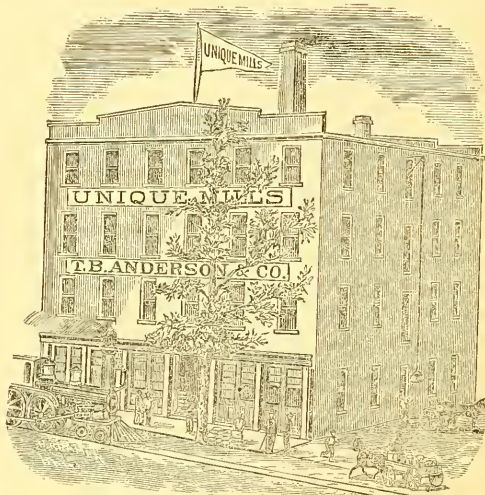
been made for future importations and to this end the permission of the Treasury Department had been obtained and necessary bonds given, so that our city was duly provided with a Bonded Warehouse, and thus for the time we had every facility for the receipt of importations to be held here in bond, at convenience, either for home consumption, when needed, or for transportation into the Interior.

The resumption of our Trade with the West Indies, which had once been not only large but a fruitful source of profit to our Norfolk merchants, was attempted in the Spring and continued through the year by another enterprising citizen, now passed from life and probably from the memory of most of those, who should be grateful to all who have added even their mite to the prosperity of our City. He com-

menced, we believe by the shipment of lumber to Barbadoes and received several cargoes of rum, molasses and sugar from the West Indies in return. During the year five vessels arrived consigned to him bringing the above mentioned products to the value of \$14,700. We fear that the results of his venture were not commensurate with the energy and pluck shown by him in the attempt.

The entire IMPORTS for this year—1866—were as follows :

|  |                 |
|--|-----------------|
| From Liverpool to the value of . . . . .         | \$53,073        |
| From West Indies and British Provinces . . . . . | 22,165          |
| Total, . . . . .                                 | <u>\$75,238</u> |



UNIQUE MILLS, 68 AND 70 WATER STREET—T. B. ANDERSON & CO.

### EXPORTS.

|   |                  |
|---|------------------|
| To Liverpool per S. S. "Ephesus" . . . . .                                | \$183,140        |
| Staves to West Indies, . . . . .  | 161,540          |
| Other articles to West Indies, including lumber, shingles, &c., . . . . . | 68,725           |
| Total, . . . . .  | <u>\$413,405</u> |

We shall now proceed less in detail for the coming years, only giving the salient points in the history of our foreign trade and trying to point out causes as some new element enters in to give increased vitality to the trade in some article of merchandise or creates a marked decline in another, and drop perhaps a suggestion here and there as to a coming remedy which will relieve the temporary falling off.

While the "Ephesus" had no immediate successor in the trade to Europe, she was followed early in January of the next year by the steamship "Brazilian," which sailed for Liverpool with a cargo of cotton, manufactured and leaf tobacco, and corn, of an aggregate value of about \$330,000, and succeeded in completing her voyage without accident. Following in her wake, we find eleven other steamers loading in whole or in part at Norfolk during this year. Indeed, in this early day of our foreign trade transatlantic transportation was confined almost entirely to steamers, as but two sailing vessels were loaded for Europe during that year, one a small brig with cotton and corn, and the other a British bark, not much larger, with staves and tobacco. The export trade of this year stands pre-eminent in the series of years between the close of the war and the financial panic in the last months of 1873. The cotton exports were valued at \$1,580,655 and largely exceed any subsequent



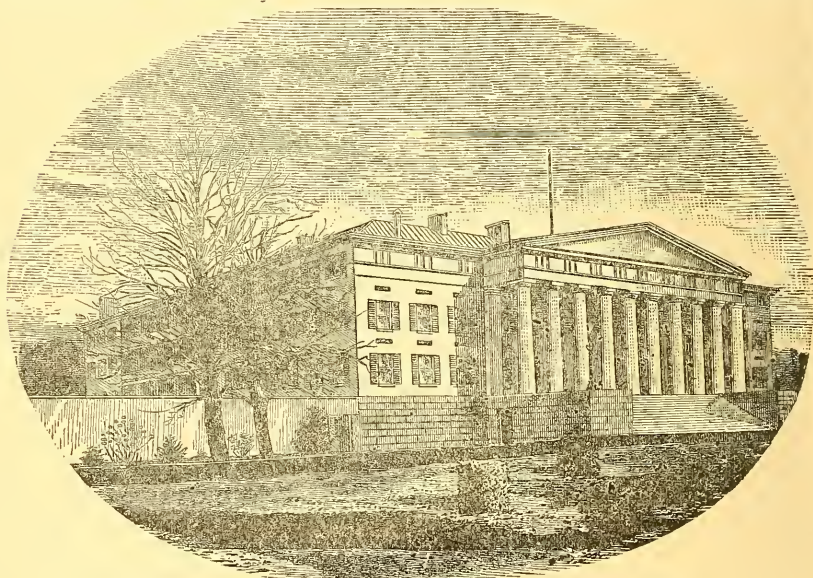
ATLANTIC HOTEL, MAIN AND GRANBY STREETS—R. S. DODSON.

year until 1874, and the value of the tobacco shipments alone reached \$537,742, an amount since unequalled. The total exports for the year reached a value of \$2,514,110.

In 1868 there was a marked decline in the number of steamers arriving to load and no commensurate increase, though a small one, in the number of sailing vessels loading here for Liverpool. At that time there were no shipments to any other transatlantic port. The ship *Augusta* which sailed from this port May 13, 1868, was the first ship, indeed the first large sailing vessel, which had loaded here since 1865. The decrease in the shipments of cotton was marked, and in those of tobacco more so. Indeed it is with regret that we have to chronicle that from that year out tobacco has almost ceased to be an article of export from our port; though large quantities find their way by coastwise transportation from our wharves and thence through New York to

foreign countries. The total exports for 1868 were valued at \$1,739,849.

Feeling the necessity during this year for the establishment of a regular line as the only means of insuring direct trade between the South, through Virginia at Norfolk, and Europe, a strenuous effort was made, at a Direct Trade Convention held in the Summer at Bristol, to raise a joint stock company with a capital of \$300,000, to establish a line of Ocean Steamers from Norfolk. The matter was finally referred to a committee, of which General William Mahone of Virginia was President, which should report at an adjourned meeting to be held in Norfolk in October of that same year. The convention duly met in Norfolk at

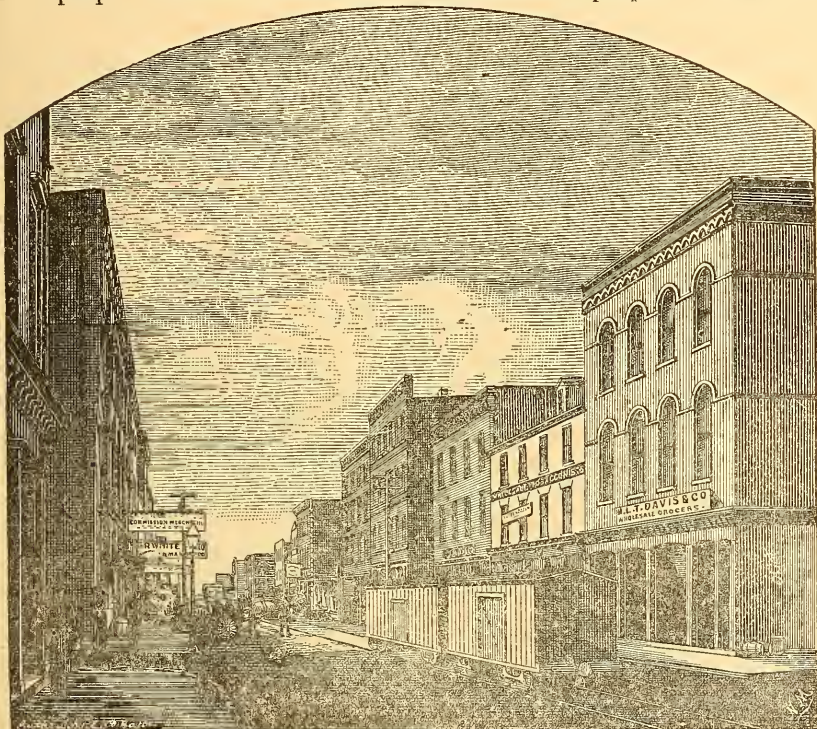


U. S. NAVAL HOSPITAL.

the appointed time and its members were feted and feasted as the honored guests of our city. It was believed that the "year of Jubilee" had come and that thenceforth Norfolk had but to open her doors and take in the commerce of the World. The Committee reported favorably on a charter already granted for an "International Commercial Company of Norfolk." The report was referred to a Committee on Business for the Convention, and was in due time discussed, wittily, wisely and well. A subscription was started. Norfolk led off with \$50,000, nobly seconded by Petersburg's \$20,000, and the representatives of Nashville generously followed with \$25,000, and several counties of Virginia joined in, to swell the list, until



over \$125,000 was raised. Unfortunately Memphis, deeming her railroad interests demanded her first support, took no stock in the scheme, and the other Southern and Western cities and counties followed her example. While the results of the convention, therefore, were not so favorable as anticipated and indeed for the time seemed almost disastrous, yet we believe the good seed was planted and only seemed for a while to die that it might spring up and bring forth good fruit more abundantly. Our people used to a commercial vassalage to the people of New York

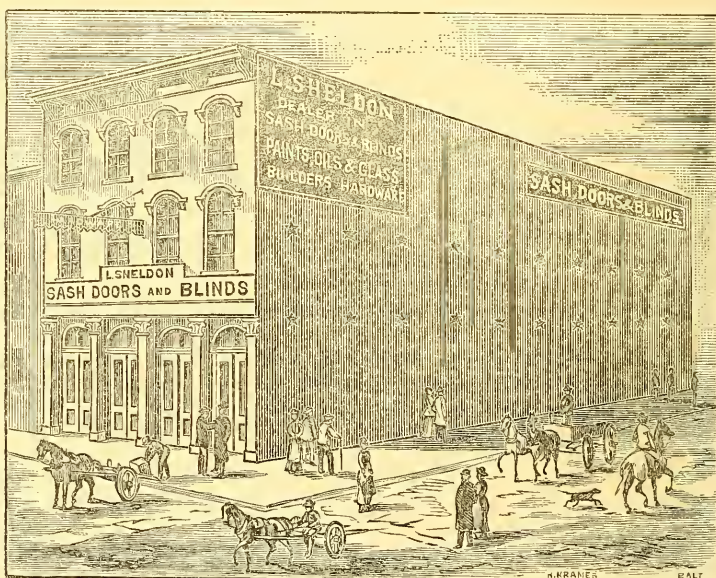


WATER STREET—EAST FROM COMMERCE STREET.

and other cities North have found the burden too easy and the rest too pleasant, and like Issachar have bowed their backs to pay tribute. But the immense growth of our vast country demands new outlets on the Seaboard and the force of circumstances will ultimately compel a commercial freedom that we would never voluntarily have assumed.

1869-'70 and '71 showed a continued decline of exports, while steamers had discontinued their calls at our port for loading and the carrying trade was confined to sail. During these years however there was a spurt in imports, the value of which reached in 1869, \$201,776, the principal item of which was Welsh railroad iron, valued at \$187,858.

Imports in 1870 were valued at \$64,422, of which \$32,924 was Welsh railroad iron, and \$24,667 guano from Liverpool. Imports in 1871, valued at \$260,000, of which Welsh railroad iron amounted to \$210,219. For 1872 and 1873 our exports were again on the ascending scale and there was still a show of imports though they in turn were on the decline. In fact it was during 1871-2 and 3 that we had some showing for a real direct trade. The steamers of the Allan Line from Liverpool on their way to Baltimore commenced in February, 1871, and continued for three years to stop at this port. During this time they landed here several thousand emigrants destined for Virginia and the Southwest, and merchandise to the value of \$103,383. The imports for 1872 were



LUTHER SHELDON'S—16 W. SIDE MARKET SQUARE, AND 49 ROANOKE AVENUE.

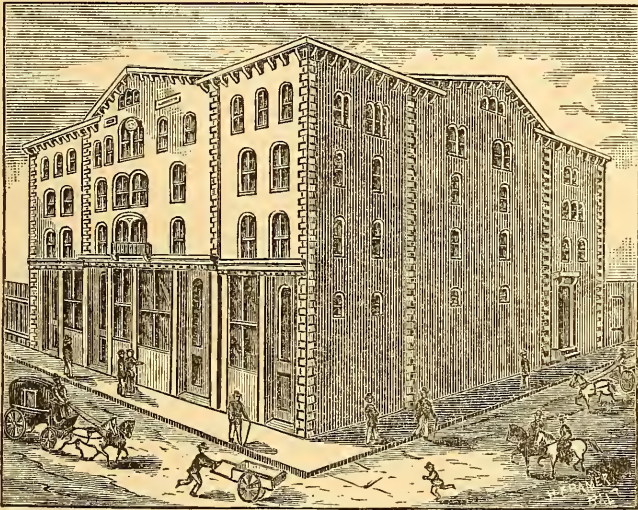
valued at \$116,713. The imports for 1873 were valued at \$71,870.

From the last year mentioned our imports seem to cease, as we have no record of any receipts from foreign countries except in the shape of salt ballast of a ship or steamship from Liverpool or the occasional fruit cargo from the West Indies of some adventurous trader. But just where the imports seemed to have died out the new life of our export trade begins, and with the year 1874 our city sprung forth, like Minerva from the head of Jove, armed and equipped for the battle of progress.

In the matter of direct foreign shipments from the port of Norfolk we find a noteworthy fact in the case of the British steamship Ontario, which

sailed December 4th, 1874, with a full cargo of cotton—6,003 bales—for Liverpool. This was not only the largest cargo of cotton cleared from Norfolk up to that time, and in fact rarely exceeded since, but was the first instance where cotton from the interior to take ship here direct for a foreign port had been shipped on through bills of lading. Four thousand four hundred and twenty-five bales of this cotton were so shipped from Memphis, Tenn., thus inaugurating a system for our port which had been for some time in vogue for the leading ports north of us, and which has been most successfully used since in loading vessels, both steam and sail, from our own.

The Railroad consolidations and combinations, of which we shall say more under their respective heads, have been the leading causes of that

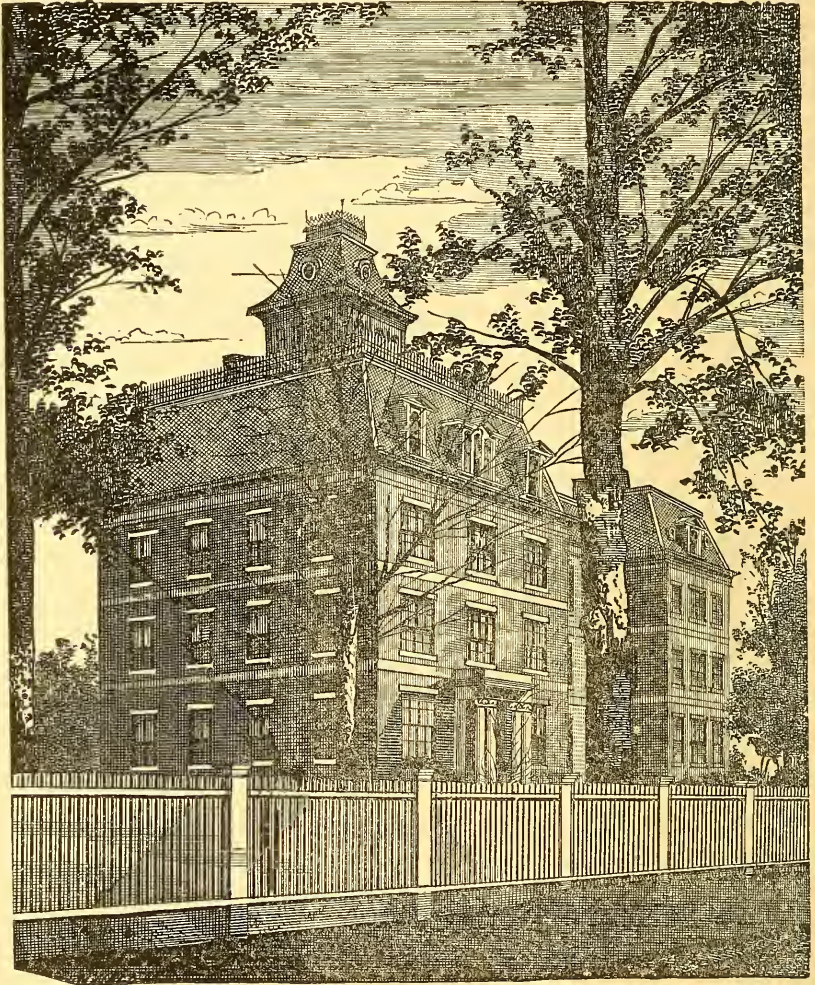


MASONIC TEMPLE—FREEMASON AND BREWER STREETS.

continuous increase of our cotton exports, which has given us a name and high rank among the cotton ports of our country. Since 1877 the steamers have resumed their loadings at our port, and for three years two lines of chartered or consigned steamers, designated respectively as the "South Atlantic" and the "Liverpool, Memphis and Norfolk," while not yet bringing cargoes here, have had their sailings at intervals through the cotton season for Liverpool.

For several years there has been a steady influx among us of Greek and English cotton buyers for the Liverpool market, whose number increases with each season, and whose favorable reports of Norfolk as a cotton mart bid fair to augment this increase indefinitely. While purchases have commenced, in a small way, perhaps, but still

good for a beginning, for direct cotton shipments to Bremen, Havre and Reval, and it needs only the coming supply of grain and tobacco, that the new railroad combinations and extensions, about to be consummated, promise us to make these shipments large and permanent.

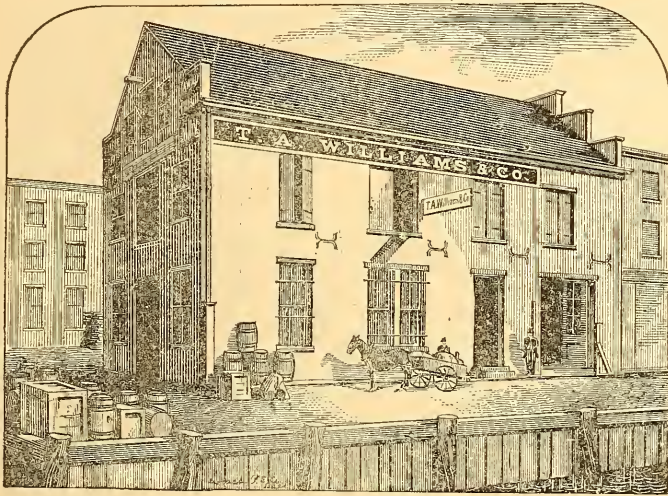


HOSPITAL ST. VINCENT DE PAUL—CHURCH AND WOOD STREETS.

Our "one-mule" press of the first cotton venture has grown to three powerful steam presses of improved patents, which are yet wholly inadequate to do the work demanded by the cotton shippers, although a large quantity of cotton comes already compressed from the interior, and provisions are now being made to have at least double the number ready.

for the next season, of the newest and most approved patents.

More buyers will certainly require more charterers to keep them supplied with the requisite number of vessels, and more compresses to do the work in season and well, while the increased number of vessels will imperatively demand more wharf room and more stevedores, provided with all the new and improved apparatus for giving dispatch, as well as thoroughness in loading. There has been heretofore cause for righteous complaint against our port in some of these respects. Now let our men of commerce see to it that the cause no longer exists, for we have reached a point in our commercial history when the old-time policy of leave well enough alone must cease. We are either going ahead rapidly

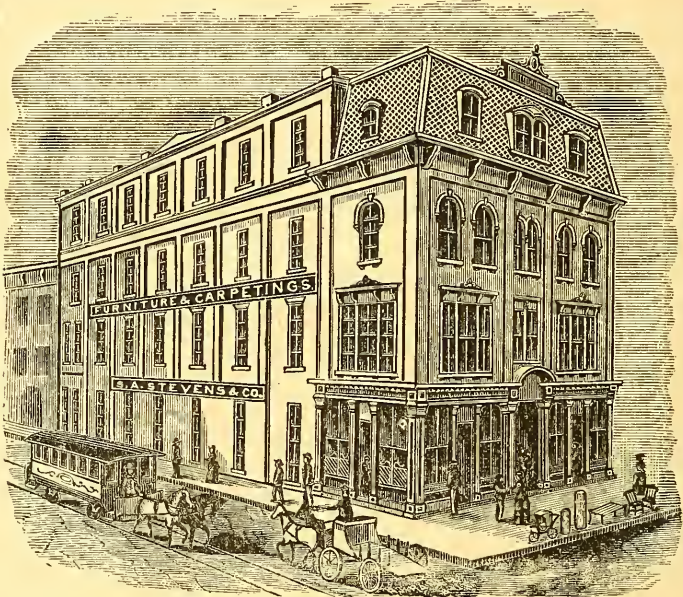


T. A. WILLIAMS & DICKSON'S—2 AND 4 ROANOKE SQUARE.

to the majesty of a mighty mistress of trade, or we will find ourselves in a collapsed stage, from whose deadness there will be no further awakening.

The growth of our foreign trade through the fifteen years we have just reviewed, while it has been marked and perhaps, considered as a whole, most favorable, has been by no means without fluctuations, and in fact, in some of its branches this trade has been marked by a decided decline. As has been shown in the course of our sketch, and it is feature in our trade deeply to be regretted, our importations at no time very large or various, have dwindled down to a few cargoes of salt and an occasional one of fruit. The shipments of staves to the West Indies, a business conducted by three of our leading firms, which in 1875 had attained very respectable proportions—the exports that year being valued at \$405,446—

have year by year declined until those of the year just passed show an aggregate value of \$167,900, which is less than any year since 1866. This decline, however, we think, is owing to the decrease in the demand in the West Indies, and in consequence of a falling off in the yield and export of rum, sugar and molasses from these islands and Demerara, and also from the use of second-hand staves, as there is no other source from which they could derive such staves as our market has always afforded and for which it is justly celebrated. We have great hopes that a favorable turn in the business of that quarter of the world will restore this branch of trade to its old status, and that an increased demand



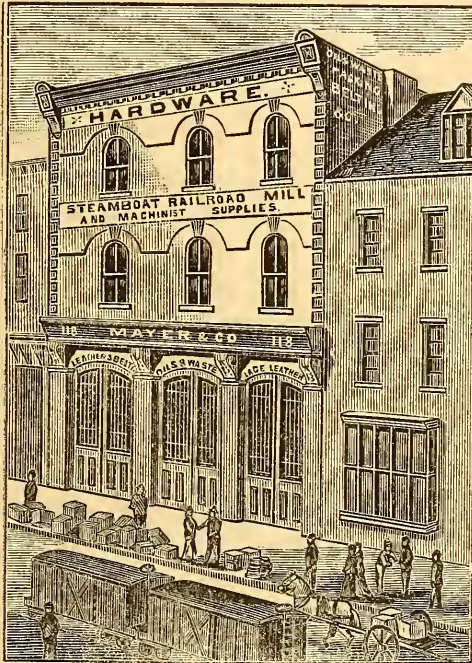
S. A. STEVENS & CO.'S—MAIN AND GRANBY STREETS.

from the wine-growing countries may soon expand the now very limited trans-Atlantic shipments of the article.

In 1875 our exports of grain (Indian corn) were valued at \$111,800; and showed a handsome increase in the two following years, reaching a climax in the latter of \$246,426. In 1880 they amounted to only \$122,106, which was a trifling advance, however, on their value for the preceding year. This is not a matter of wonder, however, when we consider the wonderful facilities for handling and loading grain at Baltimore, and remember that there is a centripetal force in trade which can be only overcome by some other and greater pressure brought to bear upon it. As we come presently to discuss the future of Norfolk's trade and our

coming advantages, we shall try to point out therein what we think will remedy this great evil.

We miss, too, the advent of the immigrant direct to our shores, an advantage we enjoyed when the Allan Line, then calling at our port on their route from Liverpool to Baltimore, from May, 1872, to May, 1874, landed here 2,292 persons from the Old World, seeking homes in the New. With unusual facilities as a point for the distribution of immigrants—for our means of transportation to the interior are unrivalled as to cheapness and unsurpassed as to comfort and dispatch—it seems but just that

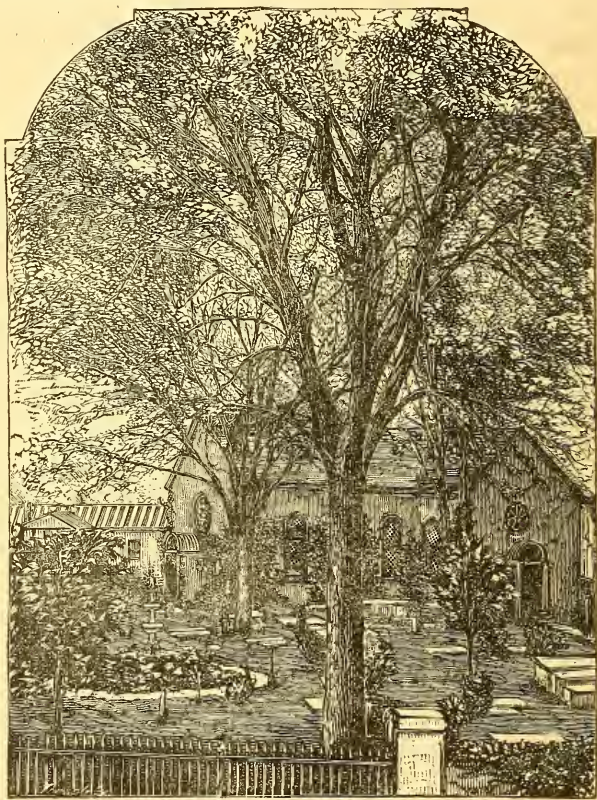


MAYER & CO.'S—118 WATER STREET.

we should have our full share of the benefits of this incoming tide of immigration. These settlers are no pauper herd coming down upon us as the locusts of Egypt to devour the substance of our goodly land, or seeking to deprive our own people of employment. They all bring something and oftimes infuse new life and energy into a community, and are willing to take up just those burdens of life that our own people are unwilling to bear, or are just ready to lay down from exhaustion. Even though our State has failed to make practical use of those means suggested to her by which immigration to her borders might be induced and fostered, and consequently few may tarry just yet in

Old Virginia, their passage through our city will be an advantage. For some trifle is sure to be dropped by the wayside, and the little left behind by such will soon come to aggregate the much.

But while the decline in certain branches of trade seem discouraging, there is no denying that since the year 1873 our growth as a cotton port has not only been steady, but perfectly wonderful, and we stand to-day, according to the statistics of March 1st, 1881, not only the third port in



ST. PAUL'S CHURCH—ERECTED IN 1739.

receipts of cotton (585,514 bales), but *second only to New Orleans in direct shipments to Great Britain* (258,965 bales), at the conclusion of the first six months of the season of 1880-'81.

In 1871 the tonnage required to carry our direct exports amounted to 10,398, which has steadily increased, if we except the year 1877, until it reaches the very handsome figure for 1880—136,949. These figures, we think, exhibit most strikingly the tremendous increase in our foreign trade.



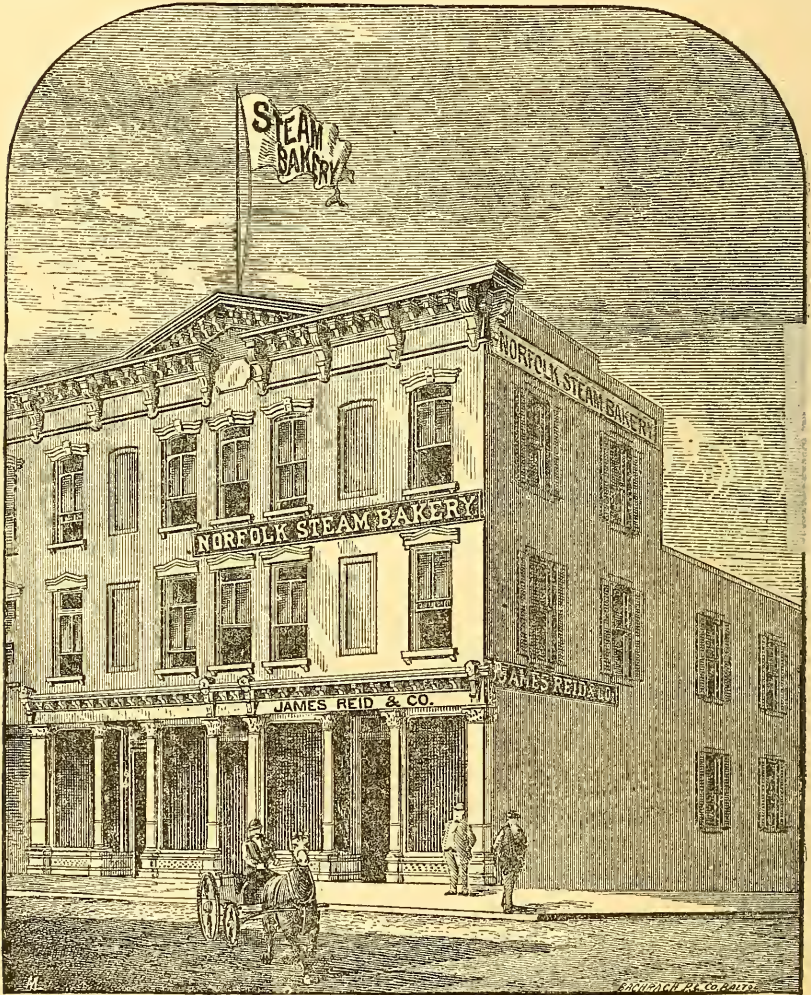
The trans-atlantic shipment of timber and lumber has grown to be quite an item of our trade since 1877. Beginning in that year with a valuation of \$47,709, the figures for the year 1880 have reached \$84,375, with the trade just in a vigorous infancy, and destined to an enormous increase, by the active aid of those great feeders of trade, that are busily at work bringing the products of the interior to the ships lying at our wharves, ready to carry them to foreign markets.



COMMERCE STREET—WATER TO MAIN STREETS.

From the same sources we have also obtained a trade in manganese ore, which, in its third year, 1880, has reached a valuation of \$55,141. But despite this handsome exhibit of the tonnage required for our exports and the strong probability of a continued increase in the demand, there is a lack of symmetry in our foreign commerce. It needs some of the elements which would make it an established and permanent direct trade. Liverpool is the one grand centre to which, with but few exceptions,

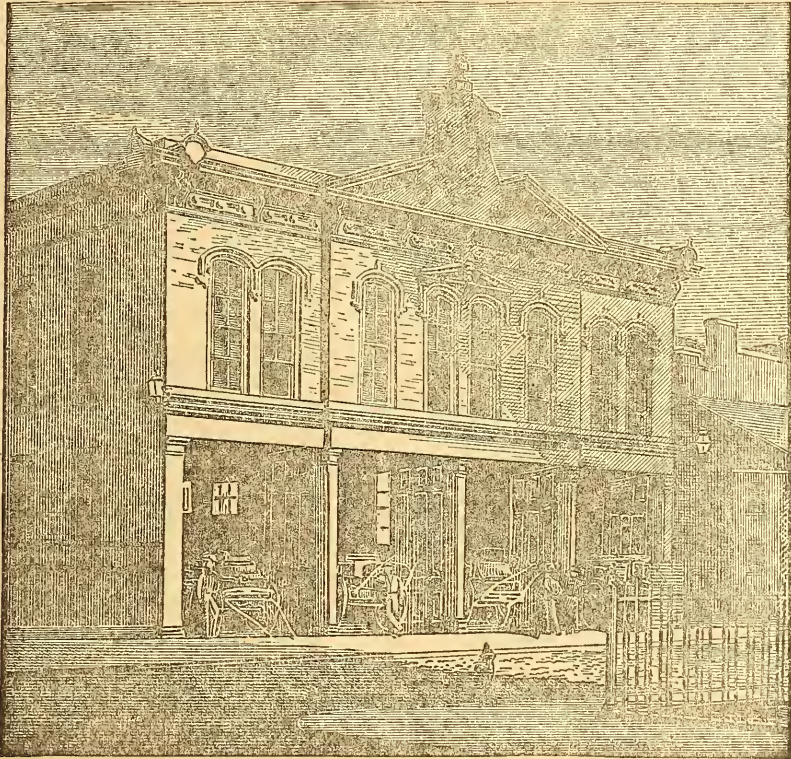
our whole commercial intercourse is tending. This we fear is an element of weakness and we long to see the day when the grand trans-atlantic line, with Norfolk and Flushing as the terminal points—the line pointed out by our great Maury—shall be an accomplished fact, and no pent up *island*, but the whole *continent* shall not only receive but reciprocate



NORFOLK STEAM BAKERY, 87 MAIN STREET—JAMES REID & CO.

our shipments. We must also have a further development of the grain and timber trade, putting us in direct communication with other continental ports, and thus remedy this otherwise serious defect in our foreign commerce.

But the mere exportation of our products is not sufficient to establish, even from a commercial point of view, the position of our City as a grand centre. Commerce is a whimsical, tyrannical mistress, and her votaries must be constantly at work contriving to retain her favor even when once won. We must be ready to invite and receive the products of other lands, as well as send out our own. We need the complete inter-communication with Europe, either by sail or steam—let us have both if practicable—or taking the one which is most available, grow up



FIRE DEPARTMENT AND WATER COMMISSIONERS' BUILDING—WILLIAMS AND TALBOT STREETS.

to both by degrees. But we must have one or more permanent lines to ports in Europe, coming to our port with cargoes and leaving us only when fully loaded and ready to return. A line of large sailing vessels, each of which would tarry longer in our midst while loading, and disburse considerable amounts among our people for necessary stores, would in one aspect be preferable. And we believe this desideratum is obtainable, but it can only be reached by a united and harmonious effort of our business men.

We have a Cotton Exchange, so thorough in all its details, and working so harmoniously and usefully in its sphere that this staple is not only a *King* among us, but seems to have usurped *all* power and dominion. This should not be so. We need a combination of men in all branches of business, brought together in a Commercial Exchange, on easy and friendly terms, who may discuss not only the ways and means of handling our domestic products at home or sending them abroad, but of bringing in the needed products of other countries direct to our own port, and, by a joint effort, in such quantities, as will make Norfolk the great trade centre of the South and West for foreign commodities. We see no reason why



MARKET SQUARE, LOOKING EAST FROM MAIN AND BANK STREETS.

our merchants, by such a happy combination, could not have the buyers from the interior flocking to Norfolk to select their imported commodities—by sample it might be—just as easily as foreign buyers are induced to flock to our port to procure cotton and other merchandise for shipment abroad. The problem can be solved ; it only needs the putting of wise heads together to obtain a practical and beneficial solution. We doubt not a joint stock company could be formed in our midst, with a little canvassing, for this purpose, with a small capital but good credit at first, to invite consignments from foreign houses. This would lead to similar undertakings along the line of our great railroad trade feeders in the South and West, with Norfolk as their *entrepot*. This consequent direct communication with the trade and money centres of Europe would

induce our banks to deal uniformly and favorably in exchange and there would be no longer any delay or difficulty in the way of the shippers and importers through Norfolk effecting all their foreign negotiations right in our city. This would lead to true commercial and financial independence. Such inducements would soon make the chartering of steamers to load for and at this port at lowest rates easy of accomplishment and redound materially to the benefit of ship and shipper and bring constantly new shippers to our port. A permanent line once established, the matter might be brought home to our Virginia Legislators

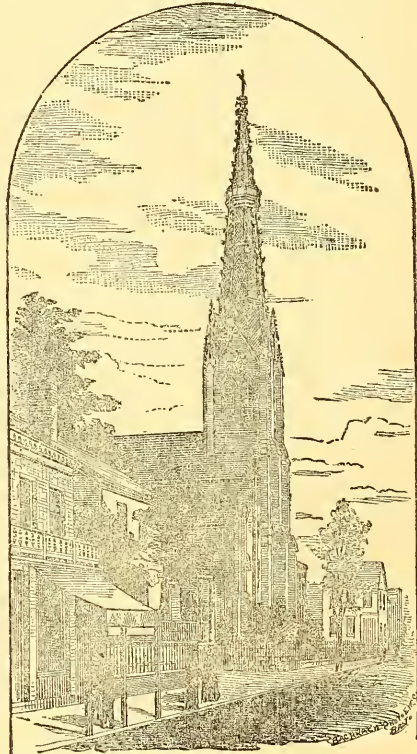


THAYER'S STABLES—ATLANTIC STREET, NEAR MAIN.

so forcibly that, urged by no sentimentality, but viewing it in an entirely selfish light, they might be induced to foster this line by means of some immigration scheme, and thus effectively lighten the burden of general taxation through the State, by aiding to build up her Seaport City as a great trade centre, whose influence will be felt not in our Old Commonwealth only, but throughout the whole country.

We think Virginia owes this to her City by the Sea, for we have no hesitation in advancing the opinion that had the Elizabeth River been the boundary line between Virginia and North Carolina the fostering care of the State, added to her natural advantages, would have made our

city quadruple her present size. But the Virginia policy forbade this. Mr. Jefferson's old-time idea that large cities are sores on a Republic was ever uppermost and potential in the mind of the country member. Doubtless Mr. Jefferson was right and in the Bucolic age of the Republic his theory should have been sustained. But the battle of progress is no longer confined to the limited scope of a few agricultural communities and fewer commercial towns. Our people now number over fifty millions, with innumerable new pursuits and industries centring in large and powerful cities, which exercise an influence unknown and unthought

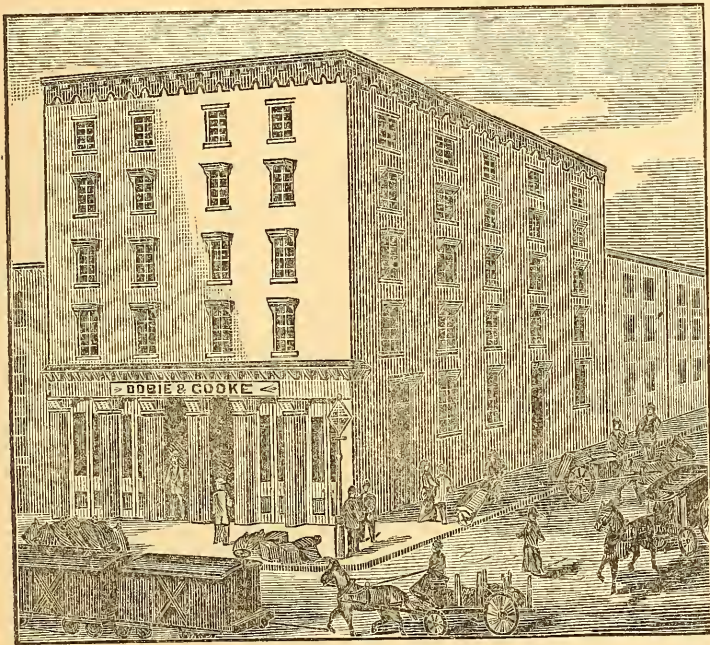


ST. MARY'S CHURCH—HOLT AND CHAPEL STREETS.

of in that early day. If then Virginia would regain her ancient prestige, or even hold her present place in this great race of progress, she must cherish her Seaport City with a most devoted and untiring love. For out of her growth and progress must come many of the elements necessary to the regeneration and true development of our grand Old Mother State.

We turn now from a review of the foreign trade of Norfolk, which has grown from the little acorn of 1866, to the young, vigorous tree, which

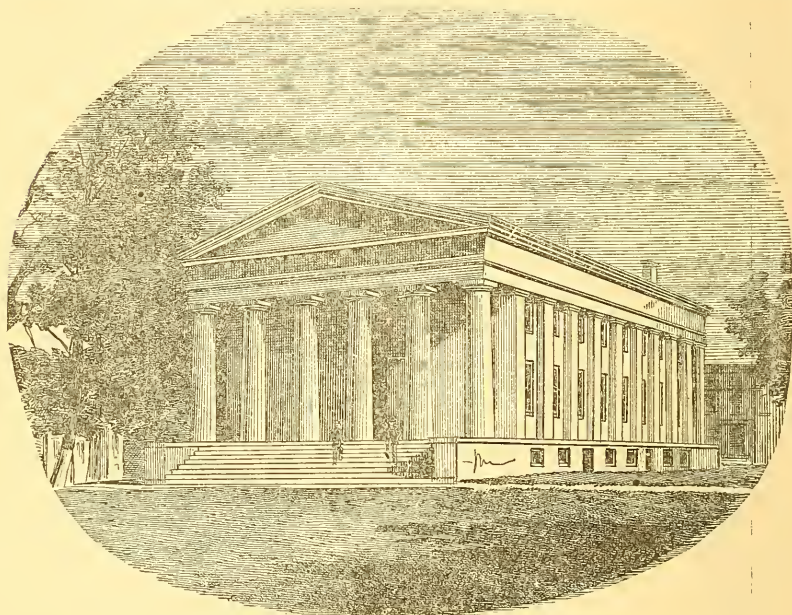
yet bids fair to become one of the sturdiest oaks of the forest, to consider the channels of communication with the interior from which we have drawn, and must necessarily continue to draw our supplies upon which depend our foreign shipments. Thomas Jefferson, speaking of this city in May, 1787, remarked: "Norfolk will probably be the emporium for all the trade of the Chesapeake Bay and its waters, and a canal of eight or ten miles will bring to it all that of Albemarle Sound and its waters." To any intelligent observer of the geographical situation of Eastern North Carolina, it must be obvious that this rich and opulent region is the natural commercial ally of NORFOLK. A long barrier of low sand



DOBIE & COOKE'S—104 WATER STREET.

hills extends along the Carolina coast, making the approach to her system of sounds and rivers dangerous and difficult. These obstructions extend from Cape Henry to Cape Lookout, and it was in the full appreciation of this geographical feature that Mr. Jefferson, no doubt, suggested a canal connecting with Albemarle Sound; and at a later period, for the same reason, Mr. Macon, of North Carolina, advised the people of his State to avoid commerce and devote themselves to agriculture and manufactures. Within this vast barrier there is a great system of broad bays and tributary rivers which penetrate one of the most fertile

regions on the Continent. Albemarle, Currituck, Cove and Pamlico Sounds, with a dozen or more rivers of various sizes, empty into the great sheets of water which expand within the sand-bound coast line of which we have spoken. The rich counties lying upon these streams are put in direct communication with Norfolk by means of that great work, whose conception seems indicated in the opinion above quoted from Mr. Jefferson, THE ALBEMARLE AND CHESAPEAKE CANAL. This work consists of two cuts: the first, known as the "Virginia," is eight (8) miles long, and connects the bold waters of the Southern branch of the Elizabeth river (on which the Government dry dock, ship houses, &c.,



ACADEMY, AND NORFOLK LIBRARY ASSOCIATION BUILDING.  
Bank, Charlotte and Cumberland Streets.

are situated) with the North Landing river. The second is known as the "North Carolina cut," and furnishes a highway open at all seasons between North Carolina and Norfolk. This great work is in complete order, and is used by the vast numbers of freight vessels plying between the waters of the two States. It has only one lock, 220 feet long by 40 feet wide, through which vessels from 400 to 600 tons can pass. Its capacity is equal to an annual transportation of 30,000,000 tons. The following comparative statement of the work done by this canal in bringing supplies to our port during the fiscal years 1867-'68 (the first of which we have been able to find any official record in the Mer-



chants' and Mechanics' Exchange), and 1879-'80, respectively, will show clearly the general increase of trade in the articles usually brought from the region opened up by this great inter-State channel of communication during the period of our review :

|                                    | 1867-'68.  | 1879-'80.  |
|------------------------------------|------------|------------|
| Bales of cotton . . . . .          | 16,099     | 77,608     |
| Barrels salt fish . . . . .        | 11,547     | 5,980      |
| Barrels naval stores . . . . .     | 5,716      | 20,679     |
| Casks spirits turpentine . . . . . | 17         | 1,818      |
| Bushels of corn . . . . .          | 111,630    | 221,249    |
| Bushels of peas . . . . .          | 4,687      | 29,582     |
| Bushels flaxseed . . . . .         | 451        | —————      |
| Bushels potatoes . . . . .         | 10,318     | 69,708     |
| Bushels wheat . . . . .            | 5,526      | 15,284     |
| Kegs of lard . . . . .             | 25         | —————      |
| Bacon, lbs. . . . .                | 31,183     | —————      |
| Staves . . . . .                   | 2,470,269  | 347,100    |
| Shingles . . . . .                 | 45,813,865 | 30,658,314 |
| Timber, feet . . . . .             | 44,281     | —————      |
| Lumber, feet . . . . .             | 6,496,664  | 58,021,639 |
| Wood, cords . . . . .              | 6,523      | 2,406      |
| Juniper logs, cords . . . . .      | —————      | 5,090      |
| Railroad ties . . . . .            | 5,609      | 96,663     |
| Rags, lbs. . . . .                 | —————      | 215,828    |
| Old iron, lbs. . . . .             | —————      | 713,855    |
| Eggs, dozen . . . . .              | —————      | 173,089    |
| Bushels peanuts . . . . .          | —————      | 44,093     |
| Bushels rice . . . . .             | —————      | 22,344     |
| Watermelons . . . . .              | —————      | 461,058    |

While these figures show that in a few articles the receipts have fallen off very considerably, it is owing to the fact that their production has materially diminished in the section from which they were derived, and their places have been more than filled by others equally as useful. It is true that the section referred to has also a large trade with Baltimore, but it is only a question of time when the growing demands of our Norfolk market will absorb it all. Nearly 6,500 vessels of all descriptions passed through this canal during the last year, including the steamers of several lines which trade regularly between Norfolk and points in North Carolina.

THE DISMAL SWAMP CANAL connects the same waters by another

route, penetrating more of the swamp region. This is a very old work, and we read so far back as 1791, in an account of Norfolk borough, that this canal of 14 miles was about to be undertaken. From the same source we learn that there was at that time only 18 feet water in the channel of our magnificent harbor. No doubt the opening of this important work had something to do, to say the least of it, with our present depth of water. During the late unfortunate war this line suffered severely, and the large interest owned by the United States in the improvement has proved of no advantage to it. Under orders from the War Department, the work was duly inspected and a report made that \$325,000 would restore it to its original usefulness. Assiduous and repeated efforts were made to get the Congress of the United States to aid in the resuscitation of this valuable work, but in vain. In a strange spirit of economy or generosity—it is difficult to determine which—they preferred to sink the large amount (nearly \$1,000,000) already invested to making any further outlay for the work. The work was finally sold by the trustees for the holders of the mortgage bonds (\$200,000), after numerous postponements of the sale, for about the amount of the bonds and accrued interest.

While there are evidences of decline in the trade through this canal during its last year under former auspices, we must attribute it to the misfortunes which have attended the work in consequence of the inadequate means available to keep it up to the necessary standard. We think, therefore, this decline is neither a reflection on the old management nor an evidence of exhaustion of the section from which it brings its supplies. At present various improvements are being made all along the line of the canal. A dredge has been advantageously employed in Turner's cut, where it has made a depth of seven feet all the way through. In the Gilmerton Level the depth of the water has been increased from four and a half to six feet. Bridges for the canal have been constructed, and also lighters and pile-drivers for general improvement. When the weather will permit it, the canal banks are to be raised, and several dredges will be engaged in deepening the canal throughout its length so as to give a uniform depth of six feet. During the summer months all locks will be put in repair. Two regular passenger steamers are now running on the route between Norfolk and Elizabeth City. The company was recently completely reorganized, with one of our most enterprising and energetic citizens as its President, and an efficient general Superintendent and well-selected Board of Directors composed of some of our best business men. This result was probably the best thing that could have happened for the canal, as it is now

wholly untrammelled by Government control, and with the introduction of a little new *blood* in its old veins may be made, not only what it has been in the past, a useful trade-feeder to our market, but a most profitable investment to the owners.

By these canals we have not only a route to North Carolina from Norfolk and return, but a through route North up Chesapeake bay through the Chesapeake and Delaware Canal to Delaware bay; then by the Delaware and Raritan Canal to Raritan river, and thus to New York harbor; while southwardly there is already five feet water to Beaufort, which will be improved to eight feet; thence there will be an inland waterway to Wilmington, N. C., and along the whole coast of South Carolina and Georgia, and there is no doubt that the time is near when there will be inland navigation for the entire route from the Chesapeake to Florida, forming a complete inner coast line from North to South, with Norfolk as the central point of the line.

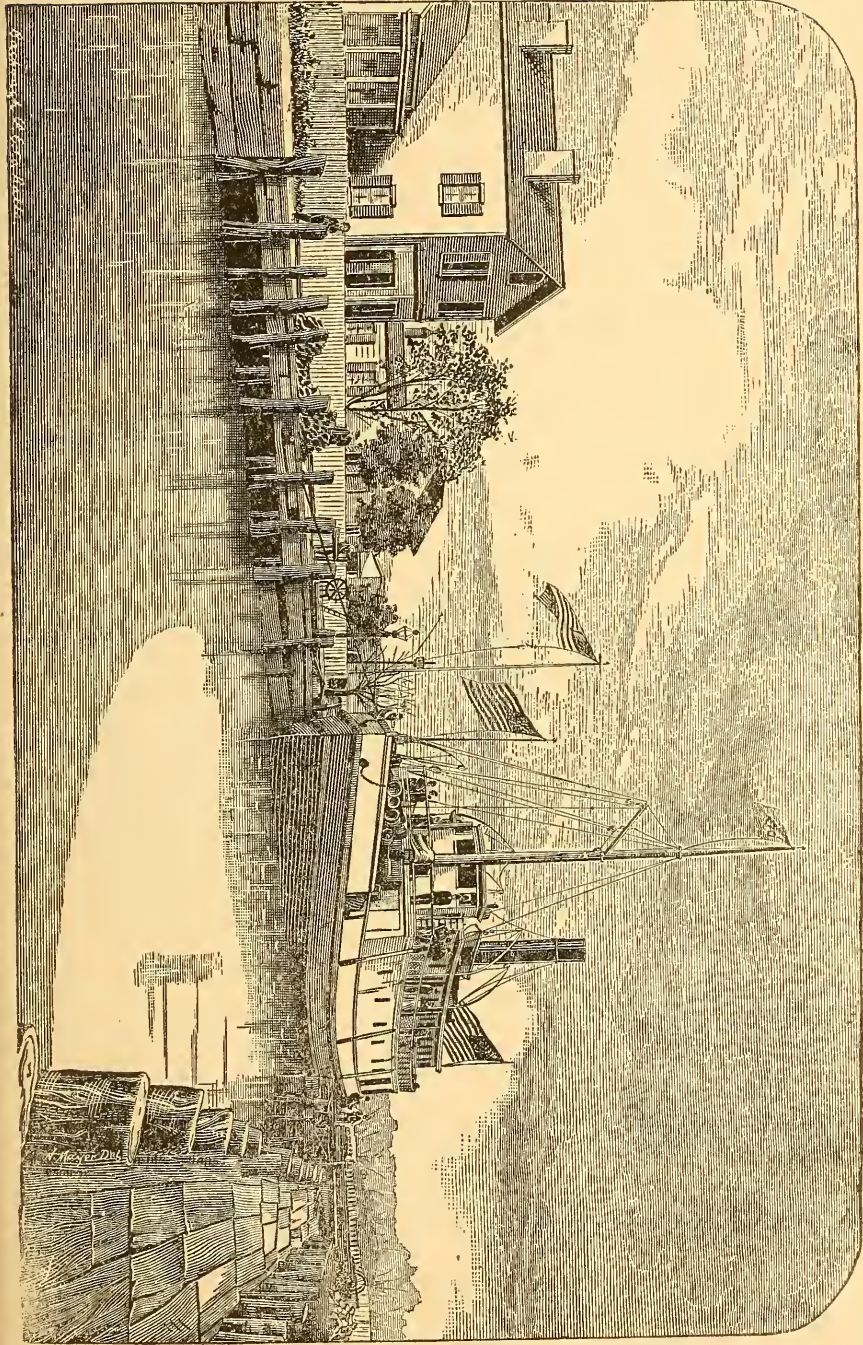
Before concluding our remarks on the water-ways by which our city is connected with the surrounding world, we should, perhaps, mention the different steam transportation companies, of which more extended notice is given in another part of this work.

That general favorite, the old "BAY LINE," furnishes a *daily* passenger steamer, with admirable appointments in every respect, up the Bay to Baltimore and return, and supplements it with freight boats, safe and good carriers, running to suit the requirements of trade. We have also two popular lines up the Potomac to Washington and river landings, so run jointly as to give *daily* communication between the present Capitol and *future* metropolis of our great country. We are connected with New York City by the OLD DOMINION S. S. LINE, whose excellent facilities enable them to meet all the demands of business by tri-weekly steamers, increased to *daily* ones, when necessary to meet a corresponding increase of shipments. This line has also a number of useful auxiliary ones, which have proved of incalculable advantage to our city in affording navigation of the numerous rivers, which flow into the Chesapeake, and thus bringing the products of the adjacent country to our market. We are indebted to THE CLYDE LINE, not only for direct steam communication with Philadelphia, but for their great enterprise in developing a trade between our city and many interior points, by means of minor lines in connection with their main line. The James River country is made tributary to us by a well-managed company bearing the name (Virginia Steamboat Company), which runs a *tri-weekly* steamer during six months of the year, and a daily boat during the season when business demands further accommodation. A

close connection with the Eastern cities is effected by the **MERCHANTS' AND MINERS' TRANSPORTATION COMPANY**, which gives us safe and ample accommodation for sending our products to the New England markets through Boston and Providence, and receiving their manufactures in return. These lines have proved invaluable, in the season, to our truck shippers, and afford delightful Summer excursions. Their passenger accommodations give universal satisfaction, and no pleasanter trip can be found for those who desire a breath of sea breeze and a short ocean voyage, whose brevity prevents tedium. Space forbids special mention here, but there are, in addition to these, innumerable small craft, both sail and steam, spoken of at length elsewhere, which make a business of plying our waters and swelling the receipts at our port from the neighboring country to a very handsome figure.

THE **NORFOLK AND PETERSBURG DIVISION** of the A., M. & O. R. R., which began its operations in September, 1858, is 80 miles in length from this city to Petersburg, where it connects with the Southside Road, running from Petersburg to Lynchburg, and there joins with the Virginia and Tennessee Road to Bristol. These three Roads, before the late war, were owned by separate and generally conflicting interests, and the consequence was that little more than a way business was done by any of them. The termination of the war found them all in a most lamentable condition—their treasuries empty, their credit destroyed, their bridges, many of them, burned, their rails, in many places, torn up, and what were not torn up, worn out, and their rolling-stock in a most dilapidated plight. For a year or two after the war they struggled on in a lingering attempt, at separate existence, until finally, in an auspicious hour for Norfolk, a consolidation of the three Roads was effected, under the name of the Atlantic, Mississippi and Ohio Railroad, with a charter that provided for the extension of the consolidated Road to meet the system of Kentucky Roads, and authorized a loan of \$15,000,000 to repair and properly equip the whole line. A large part of this loan was negotiated in Europe, and the consolidated line became an accomplished fact, giving to the city of Norfolk, as its terminus, immediate advantages which it never before possessed, and an unbroken Western communication to the Mississippi River at Memphis.

The A., M. & O. R. R. extends 408 miles from Norfolk, on the Sea, to the western verge of our old Commonwealth at Bristol, where it connects with the East Tennessee, Virginia and Georgia Road, to Chattanooga, and there with the Memphis and Charleston Road to Memphis on the Mississippi. Freights between Memphis and all points east of it, and this city, are carried both ways without breaking bulk, and cars loaded in

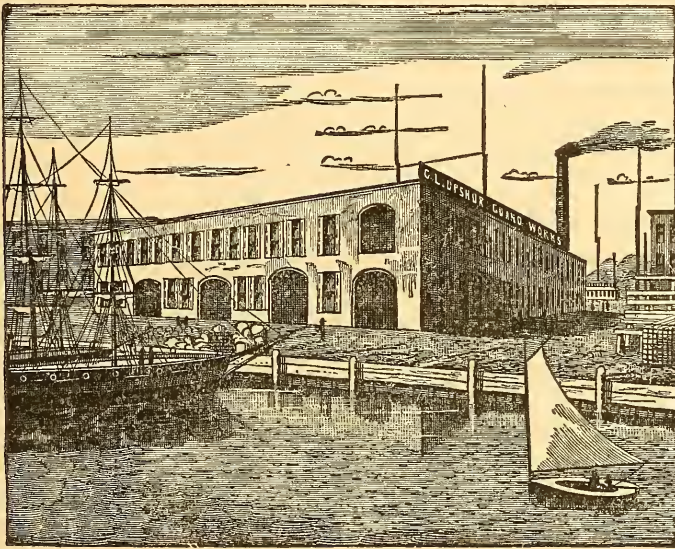


THE GREAT BRITISH AND IRELAND CANAL AT FOOT OF MOUNTAIN 14 Miles from Norfolk 250 feet long 40 feet wide 8 feet deep.

Memphis with cotton are brought through direct to our wharves and their freight delivered to the ship that is to carry it to Europe, or other foreign destination. To this consolidation of Roads is given the name of VIRGINIA AND TENNESSEE AIR LINE. The Atlantic, Mississippi and Ohio Road, with the connections we have mentioned, passes through Virginia, Tennessee, Georgia, Alabama and Mississippi. But in most of these States this trunk line is intersected by other Roads, crossing it North and South, and thus forming feeders that bring their tribute to swell its transportation. Among others, we may mention the Cincinnati Southern, which, coming down from Cincinnati, meets it at Chattanooga, and being of the same gauge, can deliver its freight in cars that will run down over the trunk line to Norfolk with bulk unbroken. At Chattanooga we also meet the Nashville, Chattanooga and St. Louis Railroad, connecting us with Nashville and St. Louis, and the Alabama and Chattanooga Road, through Alabama to Meridan, Miss., and connecting there with the Vicksburg and Meridan Road, running through the heart of Mississippi to Vicksburg. At Dalton, Ga., we meet the Western and Atlantic Road from Atlanta, Ga., the great Southern Railroad centre, and the Selma, Rome and Dalton Road, running 236 miles through Alabama to Selma and Montgomery. At Decatur, Alabama, we cross the Louisville, Nashville and Great Southern Road, running from Nashville, Tenn., to Montgomery, Ala., 300 miles. At Corinth we intersect the Mobile & Ohio Road, running 250 miles due South, through the State of Mississippi, and thence 83 miles to Mobile, Alabama, where it connects with the New Orleans and Mobile Road, to New Orleans. At Grand Junction, Tennessee, we connect with the Mississippi Central, running south through Holly Springs and Grenada, to Jackson, Mississippi, and thence to Vicksburg and New Orleans. And at Memphis we strike the Mississippi River, the greatest of all the water highways of the country, and there tap the mighty commerce that mingles in its volume, the grain of the West and the cotton of the South. At Memphis, too, we find the Eastern terminus of the Memphis & Little Rock Railroad, stretching out beyond the Mississippi, through the corn and cotton fields of Arkansas, to Little Rock, and thence onward, with its connections, to the Empire State of Texas, producing this year more than a million bales of cotton, the greatest part of which must seek ultimate shipment from the Atlantic coast. With such a system of connecting Roads, all of which contribute, more or less, to the quota of our commerce, it is not strange that the receipts at Norfolk over the Atlantic, Mississippi & Ohio Road have steadily increased year to year until the footings of cotton alone show the amount received from Sep-

tember 1, 1880, to March 1, 1881, to be 225,949 bales, or an excess of 24,294 bales over the receipts of the corresponding period of the previous year.

This Road became financially embarrassed in 1874 in consequence of the great commercial crisis of 1873, followed by a series of mishaps which rendered it impossible, despite a vigorous management, to prevent a default of interest on the Mortgage Bonds. In consequence of this an appeal was made to the courts by the Trustees, at the instigation of the Bondholders, which resulted in the Road's passing into the hands of Receivers, in June, 1876. Returning prosperity and continued good management gave promise of an ability, at no remote future, to meet all



UFSHUR GUANO CO.'S FACTORY, BAIN'S WHARF, PORTSMOUTH.

its demands; but it was deemed inexpedient to permit the Road to remain longer in a status, which, being necessarily temporary, must to a considerable extent impair its growth and progress. An order of sale by U. S. Circuit Court was in consequence promulgated, and the day of the sale fixed for Nov. 1, 1880. A postponement was made on that day till Feb. 10, 1881, and an application for further delay having been denied, the sale was consummated. In their last report for the fiscal year ending June 30, 1880, the Receivers, incidentally referring to the foreign commerce of Norfolk, remark: "The management of the Memphis & Charleston Railroad is making preparations to transport grain in large quantities from the Northwest to the Seaboard, and with proper efforts a large share of this business can be secured to Norfolk."

No wonder, then, under all these circumstances, that our city's deep interest in the impending fate of the road kept our people in a state of mingled hope and fear as to the result of the sale. The loss of the city's large interest (7,000 shares) would be a small matter compared with the almost utter ruin that would await her commercial prospects should this road fall into unfriendly hands.

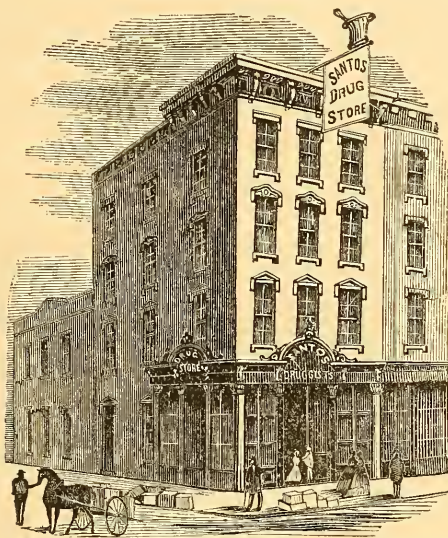
The purchase of the road, however, by Clarence H. Clarke, Esq., of Philadelphia, for himself and associates, will doubtless prove a most fortuitous circumstance for our city's future, for from the best authority we learn that their policy will be generally conciliatory, and that a Virginia company will be shortly organized to take and exercise the franchise in accord with our State laws, and the name of the road changed to the Norfolk and Western Railroad. The State, Cities, and private stockholders and all just claimants against the old company will be liberally and generously dealt with. The new management, moreover, propose to complete the Cumberland Gap Road within two years, and look forward to making this line a continuous one from the Pacific to the Atlantic, with Norfolk as the eastern terminus. If these views are carried out—and why should they not be, with ample means and under a liberal policy, which will ultimately pay well?—the two fondest hopes and brightest anticipations of our city since consolidation, will be realized, and our commercial prosperity established.

The Shenandoah Valley Road, with which Mr. Clarke is identified, so far from having conflicting interests with Norfolk's consolidation, will be a feeder to the extent of the shipments of Manganese Ore and other minerals suitable for foreign markets, in which the rich section through which that Road will run, abounds, and will seek a port for them at Norfolk. As evidence that our hopes and wishes have substantial foundation, we give below the views of Judge Robert W. Hughes, as expressed in a reply on the 14th of February to a letter of enquiry on this subject, addressed to him by the Editor of *THE NORFOLK LAND-MARK*. His opinion will be fully accredited by all who know his judgment and experience in the matters whereof he speaks: "The speedy and certain result of combining our Road with the Louisville and Nashville system will be to precipitate upon Norfolk, in a few seasons, a mass of Western and Northwestern trade in the form of grain, meats, tobacco and other products commensurate in magnitude with the cotton trade that we have enjoyed for a few years past; and to raise ours almost at once into the second shipping port of the Atlantic Seaboard."

Under the management of the Receivers a new freight depot at Norfolk has recently been completed, and nearly 1,500,000 bushels of



oyster shells will have been used in raising and widening the depot grounds. The excavations from the front of the wharf are also being used for this purpose. Rapid progress has also been made in improving and extending the Company's wharf at this point, above the old draw bridge, which, when completed, will be 715 feet long, with a uniform width of 20 feet, and 6 feet above high-water mark. There will be a depth of water at it of about 20 feet. Upon the foundation, before referred to, and just back of the wharf proper, a guano warehouse, 275 feet long by 50 feet wide, and a grain elevator, 150 feet long and 50 feet wide, will be erected. These buildings will be each 9 feet above high-water mark. And now the old draw bridge, that relic of our good, old easy-going times,



M. A. & C. A. SANTOS'—MAIN AND ATLANTIC STREETS.

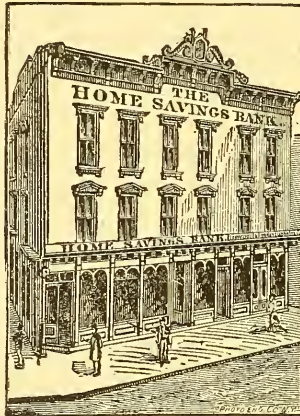
ought to be removed to make way for our progress, and the Eastern branch of our River thus thrown wide open to navigation at least as far up as the Railroad bridge.

But these terminal facilities are not all that the requirements of the Company's growing business demands, and we are glad to learn that representatives of the new management will shortly visit Norfolk, investigate the needs of the Road at this point, and endeavor to make adequate preparations for the business of the near future. We will then have work commenced on the anticipated grain elevator and cotton compress without longer delay; as at least one of each will be absolutely necessary at that point to begin with. As the learned gentleman, previously quoted from, pertinently remarks in the same connection :

“The A., M. & O. Road has found its true affinity, and under its new auspices it will achieve for Virginia and Norfolk all the great results that we have anticipated from it in our most sanguine moments.”

To which we have only to add: We had much better have sunk forever the whole amount subscribed by State and City—and if need be, as much more—than have lost the impetus to prosperity which the introduction of this new and vitalizing element will inevitably give to the Road, and through it to our City and the whole State.

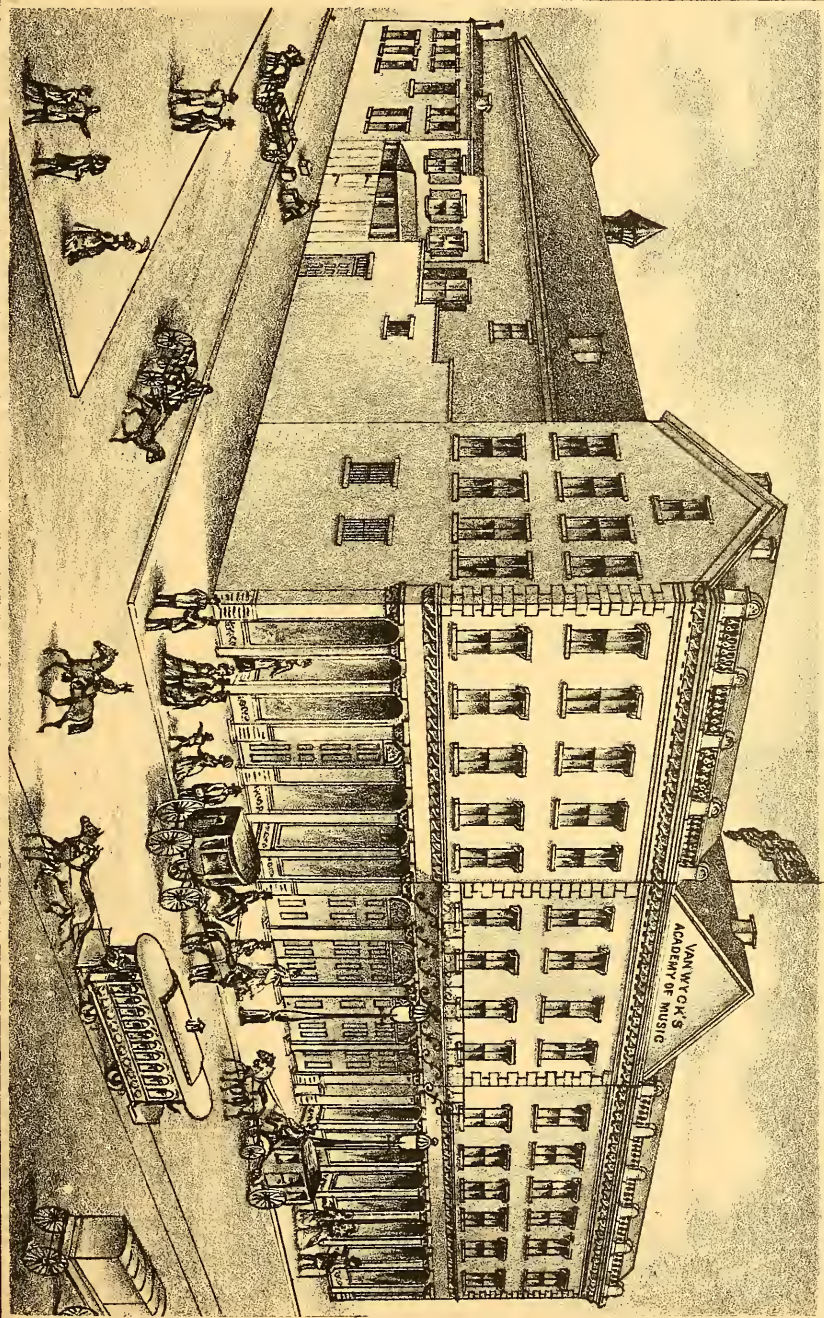
The SEABOARD AND ROANOKE RAILROAD was completed in 1851 from Portsmouth to Weldon, N. C. This Road suffered greatly during the war in the loss of bridges, destruction of rails and depreciation of rolling stock; but immediately after the war the work of repair and restoration was begun, and it was soon placed in complete running order. It is one



HOME SAVINGS BANK—MAIN STREET AND ROANOKE AVE.

of the few Southern Roads that has not been compelled, through financial embarrassments, to change hands since the war. Forming, as it does, a connecting link between Norfolk and the whole system of Roads throughout the South Atlantic and Gulf States it is one of the main arteries of our trade. This Road connects, at its southern terminus, Weldon, with the Raleigh and Gaston Road, leading to Raleigh, the Capital of North Carolina, where it is met by the Raleigh and Augusta Railroad, from Hamlet, S. C. Beyond Raleigh the R. and A. R. R. is intersected by the Carolina Central Road from Wilmington to Charlotte. At Charlotte we find the Atlantic, Tennessee and Ohio, connecting with the N. C. R. R. to Asheville, the Charlotte, Columbia and Augusta R. R. to Columbia and Augusta, and the Atlanta and Charlotte Air-Line leading to Augusta, Georgia, and there strik-

VAN WYCK'S ACADEMY OF MUSIC.





ing the whole system of Railroads of Western Georgia. From Atlanta, the Atlanta and West Point and Western Alabama Roads extend to Montgomery, where they connect with the Mobile and Montgomery Road to Mobile, and thence *via* the New Orleans and Mobile Road to New Orleans. All these Roads, starting from Norfolk on the Seaboard and Roanoke Railroad, with one or two exceptions, give through bills of lading to Norfolk, and constitute what is known as the "SEABOARD AIR LINE."

The Seaboard and Roanoke Road also forms the connecting link from Norfolk with the Roads composing "THE ATLANTIC COAST LINE." This system, starting from Norfolk over the Seaboard and Roanoke Railroad, at Weldon takes the Wilmington and Weldon Road to Wilmington, thence connecting with the Wilmington, Columbia and Augusta Road to Columbia, where it meets the Spartansburg and Union Railroad to Spartansburg, and the Greenville and Columbia Road to Greenville, with branches to Laurens and Blue Ridge, S. C. At Florence, on the W. C. and A. Road, it connects with the Cheraw and Darlington Railroad to Cheraw, and with the North Carolina Eastern Railroad to Charleston, S. C.; whence it extends by way of the Savannah and Charleston Road to Savannah, and thence *via* the Atlantic and Gulf Road and the Florida Central Road to Jacksonville, Fla.

THE ATLANTIC COAST LINE, with its trunk roads, runs the entire length of the South Atlantic Coast from Norfolk to Jacksonville, taking in the chief seaport cities (whence its name), and is moreover fed by numerous connections with Roads running up through the central and western parts of the Carolinas and Georgia. At Columbia, S. C., the Atlantic Coast Line meets the Piedmont Air Line extending over the Charlotte, Columbia and Augusta Road to Augusta, and over the Georgia Road to Atlanta, Macon and Athens.

The S. & R. R., which has added materially to the trade and commerce of our port, and built up for itself a magnificent business since the war, has, nevertheless, suffered severely through opposing Railroad combinations hostile to our port. But by perfecting slowly and surely its Interior connections, it is rapidly regaining the trade lost to our City a few years ago. The receipts of Cotton alone from the 1st September, 1880, to March 1, 1881, by this Road were 277,388 bales—an excess of 58,451 bales over the receipts of same time in the preceding year.

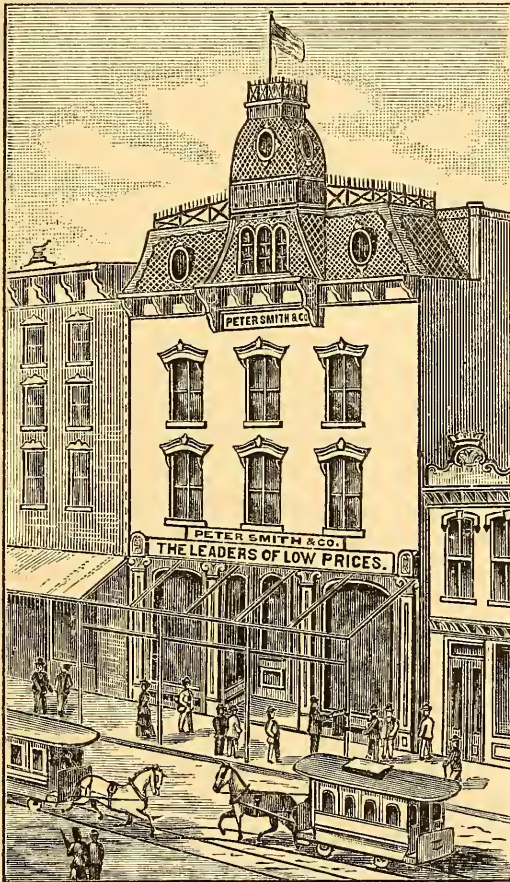
We are pleased to be able to say that, to meet its growing business, this road has been compelled to largely extend its wharf facilities—which are on the Portsmouth side of our harbor—and build large additional store-room. The erection of two, or perhaps three, cotton compresses on the

wharf front of the city, which will be connected by side tracks with the main tracks of this Road, is also contemplated before the beginning of the next Cotton season.

Leaving the two old-established Railroad lines, with their respective termini located in the Northern and Southern Cities of our common harbor, which have already demonstrated their usefulness in developing our trade and commerce, we turn to the consideration of a new candidate for public favor, the ELIZABETH CITY AND NORFOLK RAILROAD. The Northern division of this Road is 43 miles long, and extends from Elizabeth City, N. C., to this harbor, in the village of Berkley. It is designed, we learn, to build another division of 30 miles during the coming Summer to the Chowan River, and afterwards to seek rail connections with the South and Southwest. Without waiting for these more remote extensions, we see great good in store for our commerce in the fuller development it will give to the rich Sound country, and we believe that its facilities for quicker transit to market will stop at our doors much of the traffic now passing us enroute to Baltimore. We also learn that, notwithstanding the delay in completing the Road to Elizabeth City, caused by the unusually severe winter, very considerable progress has been made. The grading and bridges have been finished ; material has been obtained and stored ; the equipment secured and made ready for use ; the track laying begun and is now advancing at a rate which will enable the Road to be opened for business within sixty days from date (March 5th.) The equipment is said to be, by those who have inspected it, very complete and handsome, and in accordance with the approved standards of the day. The Road has been especially fortunate in acquiring terminal property, both at Elizabeth City and in this harbor. The latter comprises some twelve acres, and is capable, when improved, of providing unequalled facilities for all purposes. Extensive docks and wharves have been placed under contract, and will be completed by Midsummer. Arrangements are contemplated in connection therewith, which will give the Road great advantages in the way of terminal changes. At Elizabeth City, with a water-front of some eighteen hundred feet on the Pasquotank River, every facility will be provided for the convenient discharge of freight by vessels of any size or description. At each point there is a depth of water in excess of the requirements of the largest steamers or vessels entering either harbor. We find it to be very generally believed that the certainty and despatch in transportation which will be afforded by this Railroad to the products of Eastern North Carolina and its waters will insure not only a marked development and advanced value to that locality, but a fair

remuneration upon the capital which has been invested by those who have evinced their confidence in the country tributary to the Road.

We believe that the advent of early produce by this Road will so rouse the truckers in the vicinity of Norfolk to the necessity of greater facilities for bringing their crops to market as to cause a demand on the OCEAN VIEW RAILROAD for a branch to Seawell's Point, with large



PETER SMITH & CO.—144 MAIN STREET.

additions in the way of freight cars to its present limited rolling-stock, adapted only to pleasure travel; while the more remote dwellers on the banks of the Lynnhaven River and that neighborhood will call for an extension to some convenient point on that River. This must be speedily followed by the construction of the NORFOLK AND PRINCESS ANNE RAILROAD, the right of way for which has already been secured, and the surveys duly made *via* London Bridge from Norfolk to the

Atlantic Ocean at The Hollies. The fine stock of timber and the undeveloped resources of the good old county of Princess Anne only need the opening of this avenue to market to have them fully appreciated.

It has often been remarked by visitors to the Seaside that one of its sand-hills in a city would be a mine for builders. We think that the transportation of this sand in sufficient quantities to be useful would be perfectly practicable by this Road. Moreover, this Road would open up a fertile region of Princess Anne county, now shut out by its distance from market, which, from its proximity to the mollifying breezes of the Ocean is from 10 days to two weeks in advance of the garden farms in near proximity to our city. Unfortunately, the party who mainly undertook the first construction of this Road, either labored under a delusion as to his ability to get the necessary funds or was deceived by his friends, for the consequence has been that this enterprise has received a set-back of several years. But we are happy to learn that immediate steps are to be taken to construct it as a pleasure road to the Ocean, and its expansion into a business corporation will soon be effected.

One more link in the iron chain that is binding us more and more closely to the great West, and by which she is destined to draw us to the goal of our prosperity in her own great march of progress, and our story of the Railroad connections of our City by the Sea is complete. In the honeymoon days of our Western alliance by the consolidation of our Southside Roads, we were not specially drawn towards this *distant connection*. Its probable usefulness in the remote future was perhaps acknowledged; but its possible benefits were generally lost sight of in the immediate certainties of the A. M. and O. R. R. Little by little, however, the CHESAPEAKE OHIO & RAILROAD has forced itself upon our notice by bringing to our midst the products of the great West, through its water connection at Richmond, until we have begun to realize that we can be independent of Baltimore, and that we have in our old Commonwealth a Road whose complete connections with the West and the Northwest will soon make it a formidable rival of that gigantic corporation, the Baltimore and Ohio Railroad.

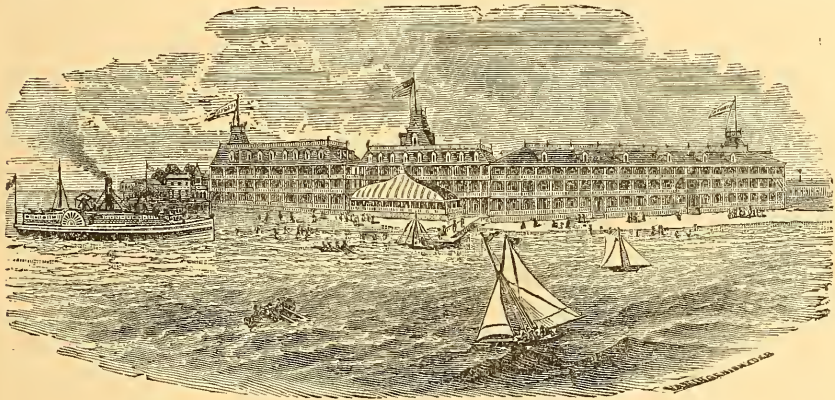
The CHESAPEAKE AND OHIO RAILWAY, as now completed and in operation, is 432 miles long, and traverses from east to west the States of Virginia and West Virginia. Its present eastern terminus is Richmond, from which it extends to the west bank of the Big Sandy River, (the dividing line between West Virginia and Kentucky). The Elizabethtown, Lexington and Big Sandy Road, now being rapidly pushed to completion, here joins it, and will form its connecting link, *via* Lexington, Ky., with Railroads of the West and Southwest.



In addition to its main line, it has over 100 miles of branches to Coal and Iron Mines.

This Road, like all our Virginia Roads, with rare exceptions, fell a victim to the financial panic of 1873, and in consequence passed through the usual hands of a Receiver, was subsequently sold, and purchased by the bondholders. Now, under the vigorous management of Mr. Huntingdon, who is President, assisted by an able and energetic Virginia Vice President, General Wickham, the Road bids fair to win all those advantages which its location and connections entitle it to.

The principal western terminus of this Road is at Huntingdon, on the Ohio River, 150 miles above Cincinnati. Steamboat and barge transportation on the River will give it a connection with the Western Roads



HYGEIA HOTEL, OLD POINT COMFORT, VA.—H. PHOEBUS.

until its rail connections are completed. The Elizabethtown, Lexington and Big Sandy Railroad has been recently completed from its junction with the Chesapeake and Ohio at the Big Sandy River, 8 miles below Huntingdon, to Ashland, Ky., on the Ohio River, 15 miles below Huntingdon, and trains are now running to that point. The distances intervening between Ashland and rail connections West are as follows, viz : From Ashland to Portsmouth, Ohio, on the north bank of the Ohio, where connection will be made with the Sciota Valley Railroad for Chillicothe, Columbus, Toledo, Chicago, and the Northwest, about 33 miles. Parties interested in the Sciota Valley Railroad are now building a railroad from Portsmouth to a point opposite Ashland, to form a connection with the Elizabethtown, Lexington and Big Sandy and the Chesapeake and Ohio, which will be completed within three months. From Portsmouth to Cincinnati, about 110 miles. From Ashland to Cincinnati, by either the Kentucky or Ohio bank of the river, about 140 miles. The

Elizabethtown, Lexington and Big Sandy Railroad Company was organized under a charter from the State of Kentucky, for the purpose of building a road from the junction with the Chesapeake and Ohio, above referred to, to Lexington, Kentucky, where it will connect with the Louisville, Cincinnati and Lexington Railroad for Louisville, St. Louis, and the Southwest, with the Kentucky Central and the Cincinnati Southern, northward to Cincinnati and southward to Chattanooga. Thirty-three miles of this Road, from Lexington eastward to Mount Sterling, were built in 1873. In the month of June last the remainder of the Road was put under contract, and the route via Ashland, Kentucky, determined upon ; since which time the Road has been completed from the Big Sandy River to Ashland, as above stated, from which point there are 14 miles more of completed road to Rush Station, leaving 75 miles to be completed to perfect the through connection, all of which is in process of rapid construction. With the completion of the above link the Chesapeake and Ohio Railway will become a great trunk line, having decided advantages in grades and climate over the older east and west lines ; and also in distances from nearly all important points west of the Alleghanies to the Seaboard.

The Springfield, Jackson and Pomeroy Railroad Company (whose gauge is now the same as that of the C. and O., viz., the Western standard gauge) propose extending their road down to the Ohio River, opposite Huntingdon, there to connect with the C. and O., which has a franchise for bridging the Ohio at that point, and thus make a short line to Chicago and the Northwest via Springfield and Dayton. Besides the present through business and the additional which will soon be derived from these new connections, the C. and O. has admirable resources for local traffic. Among the chief of these are coal, iron, and lumber, of which the quantities, qualities and varieties are probably unequalled by those on the line of any other railroad in the country, and which can be cheaply produced and transported to the market. This Company have also made arrangements for the immediate construction of a road from their eastern terminus down the Peninsula, between the York and James Rivers, to Newport News, which is located on the deep waters of the Chesapeake Bay, at Hampton Roads, near the Capes of Virginia and the open Sea.

Mr. Huntingdon, in his report to the directors, made December 16, 1880, remarks : " A very good line, with easy grades, has been obtained in about 75 miles distance. Nothing in the work to be done need delay the completion of this line beyond the time of opening the road to Lexington, say by the first of June next. Abundant labor is to be had on

the Peninsula during the Winter, and it is therefore to the interest of the Company to have this work far advanced, so that its early completion will be interfered with as little as possible by the demand for farm labor in the Spring. The work of construction down the Peninsula has been commenced, and should be completed, at the latest, by the first of July, 1881." Ample means have been provided for the construction of this Road, and lands have been secured having considerable frontage on deep water, and two wharves have been contracted for to extend out to twenty-five feet of water at low tide, with the necessary coal-tipples and shoots for coaling both regular coastwise vessels in the trade and other vessels wanting fuel, and with the most approved facilities for the handling and transfer of general merchandise and agricultural products.

We wish this new connection all prosperity, as we fully believe it is but another step towards building a great city on the present site and vicinity of our own seaport. Naturally we would have preferred that this Road should have made arrangements with the two roads now running between this city and Richmond for the use of their roadbeds for an independent track for the C. and O. But as this was deemed impracticable by the management, we think that no better route could have been chosen to deep water than the one selected by them. There is no more safe and commodious harbor than Hampton Roads, and the close proximity of Newport News (less than 12 miles distant) will make it more our ally than a rival. The beneficial result to Norfolk from the completion of this Eastern extension of the C. and O. R. R. to Newport News, provided our people exercise the proper energy and enterprise, can readily be foreseen. Newport News would make a grand and convenient coaling depot, of which our Steamship Agents would gladly avail themselves, and whose ready access and facilities for dispatch would soon make very popular. This would economize wharf room at Norfolk. A safe and substantial ferry-boat (such as used by the Erie R. R. at New York) adapted to the simultaneous transportation of 6, or even 8, loaded cars, will doubtless be provided, and the cars brought directly to the wharves at Norfolk without breaking bulk. And there will be ample room for a capacious depot for receiving cargoes and reshipping them when it is desired, on our new wharf front so soon as the improvements, designed and already commenced, are completed. Even should this plan not be carried out, we might still avail ourselves of the means for receiving and handling grain of this new railroad terminus, so near our doors, and make Newport News our "Locust Point." An editorial representative of a Baltimore journal, on a recent visit to our city, thus commented on this matter: "True, the grain will

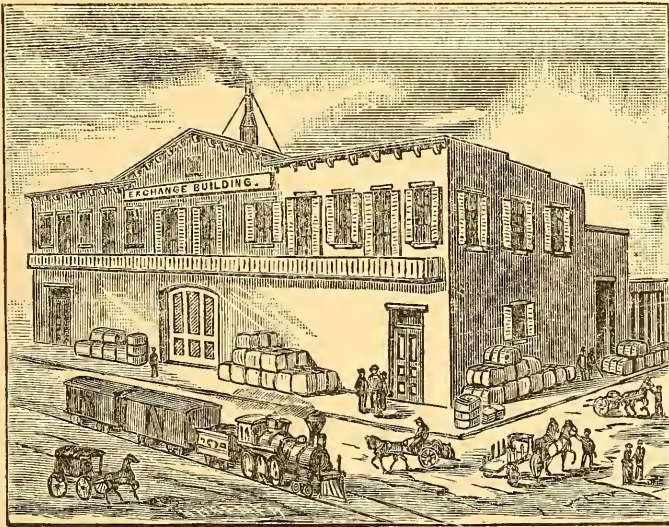
not go to Norfolk, but inasmuch as the point is only 12 miles off and directly on the road to the city, it will answer all the purposes of Locust Point. It does not need the eye of prophecy to see that when ships are able to get cargoes of grain at the News, and cotton at Norfolk, the strongest inducement for vessel owners to consign their ships to Baltimore for a cargo will no longer exist. Of course all this belongs to the future; but it is a future which is treading closely on the heels of the present."

In view of these grand railroad combinations; united, we think, presenting an irresistible power of progress in advancing the growth and prosperity of Norfolk; who can doubt her ultimate destiny? And yet our own people must not, cannot, afford to sit still while we have this greatness thrust upon us. Let them be up and doing, and let the same effort be made which proved successful, after so many years of neglect; in obtaining just in time to prevent irremediable damage, Government aid for the improvement or rather restoration of our harbor. There is something else we would ask of the United States besides the good work in this direction already progressing so favorably, and that is the retrocession to the State of Virginia of that valuable property known as Old Fort Norfolk, to be used by the city of Norfolk as an immigrant depot. Here we find bold water and an admirable location for a second "Castle Garden and the Battery." At least a portion of the space might be reserved for this purpose, and all the railroads terminating at Norfolk might unite in building commodious docks for the steamships of a "Grand Trans-Atlantic Transportation Company" for Great Britain and the Continent—(also a joint venture)—and in erecting a magnificent "Grand Union Depot," connected by tracks or "track-laid" transports with their respective depots. As the city expands under the pressure of circumstances, the distance to Seawell's Point, less than 8 miles, will rapidly decrease, until it becomes practically nothing, and in the course of years this location could be readily substituted for that of Old Fort Norfolk, and could be speedily reached by the extended tracks of the A., M. & O., S. & R., and E. C. & N. Railroads, while the distance to Newport News would be less than 4 miles.

We have already referred to the Cotton Exchange and its great usefulness as far as it goes. Once develop the trade which we have been discussing in reference to the new railroad connections and combinations and the necessities of the case will soon compel the establishment of Tobacco, Grain and other Produce Exchanges, who will be equally useful in recording the transactions in their respective articles of merchandise, and like authority on questions of trade arising in and from them. Selected

from these various Exchanges there might be a Board of Trade, with legalized functions, which would give proper force and authority to their decisions in all matters of arbitration or on appeals that might be brought before them from the separate Exchanges. The members of this Board might also be, *ex-officio*, directors or trustees to guard the city's interest in the great scheme of an Immigrant Depot, and the dock and warehouse accommodations for Trans-atlantic Trade above referred to. We have already alluded incidentally to the neglect of our valuable harbor by the general Government. Certainly in our case the Scriptural precept, that much shall be given to him that has much, was not obeyed. But had we neglected our ten talents?

Whatever may be the truth in this respect, and whatever may have been the other causes that led to the deplorable result, two things are



COTTON EXCHANGE BUILDING—WATER STREET.

certainly facts: Our harbor had been, to some considerable extent, deteriorated by its use, and in a measure its abuse, by the Government as a naval anchorage, and nothing had been done by the authorities towards its restoration or improvement prior to 1876; while most liberal appropriations had been made for rivers and harbors of comparatively little national importance.

Steps were taken, however, at home in this most important matter, and a law passed in February, 1875, by the State Legislature, under which, in the following April, the Governor appointed a Harbor Commission for the Port of Norfolk and Portsmouth. The selection of mem-

bers was an excellent one, and was strengthened by the advisory board of experienced Engineer Officers, detailed by the President of the United States at the request of the State Executive.

The influence of this body backing up the efforts of our Representatives in Congress has secured appropriations for the improvement of our harbor which, while insignificant when compared to the importance of the work, has, under judicious management, produced most favorable results. A little over \$200,000 has already been secured for the work done and to be done, and about as large an amount in addition will be required to complete the improvements as originally projected. So far considerable improvements have been made in the inner harbor, consisting in the removal of certain mud flats which obstructed the channel way to the wharves on both sides of the River, as well as up the Southern and Eastern branches and at Berkley point, where the E. City and N. R. R. wharf and contiguous wharves are being built. The channel way to Town Point, which has been gradually filling up for some years past, has now been deepened sufficiently to admit the largest vessels, which yearly find cargoes at this Point. When completed these Harbor improvements will have also secured a channel *at least* 500 feet wide and 25 feet deep (*at low water*) from the inner harbor and the U. S. Navy Yard to the deep water of Hampton Roads. In keeping with this improved condition of our harbor, and to supply the demand of our steadily increasing commerce, active efforts are now being made to increase our wharf and dock accommodations for vessels of all sizes; to furnish additional room for storage of cargoes and to give greater facilities for their reception and dispatch.

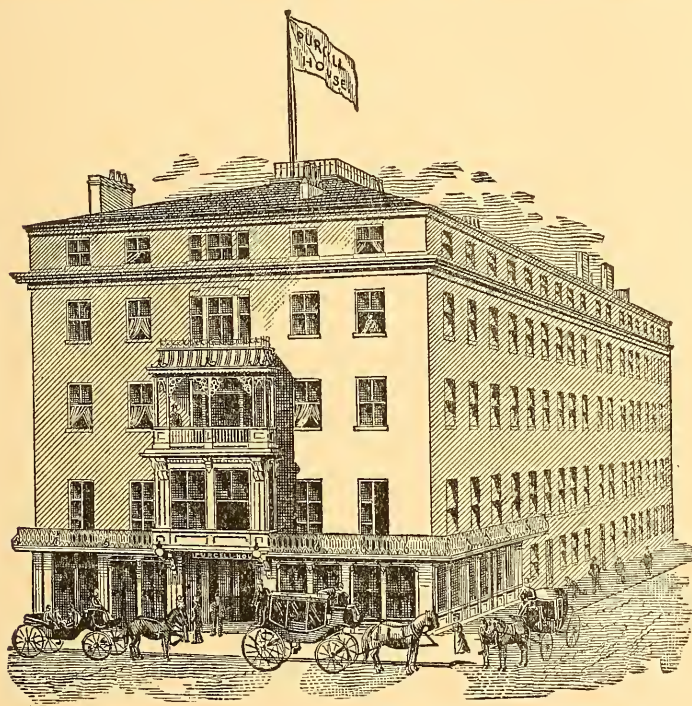
A resolution was passed by our City Councils in February, 1880, which resulted in the appointment of a commission, consisting of ten of our citizens, imbued with the spirit of progress, "to deliberate and report on the development and improvement of the City of Norfolk, its streets, sanitary condition, sewerage, drainage, and whatever may be necessary for the health and business prosperity of the same."

Our City Councils are taking the necessary steps for the condemnation of the lands west of Granby street, in order to carry out the recommendations of the Improvement Commission to dredge out and establish a canal from that street to the Port Warden's line *not less* than 160 feet wide and 20 feet deep, and to lay off on each side of the said canal a street 60 feet wide. This will be but the beginning of that line of improvement, which is to make useful for our trade and commerce that portion of our water-front extending along a line drawn from the Boston wharf, west end of Main street, to the wharves at Atlantic City just

west of the mouth of Smith's Creek. A future contingency, perhaps, but not so remote as one, who has failed to mark the march of progress in this section for the past decade, might suppose.

The improvement in the pavement of our principal thoroughfare is an evidence of a general improvement in this line for the future, and steps taken to remove the present barriers, which mar their usefulness by suddenly terminating most of our principal streets, is most gratifying.

In connection with the adoption by our Councils of the proper sanitary measures, it may not be amiss to say a few words in regard to the



PURCELL HOUSE, MAIN AND CHURCH STREETS—R. T. JAMES.

general health of our city. Just after the war of '12, when the death-rate among the troops stationed on Craney Island and other points in the vicinity had been fearfully large, partly owing to bad water, but in a great degree to imprudence, Norfolk enjoyed a most unenviable reputation as to health.

Forty years of steady improvement in Sanitary Statistics had nearly eradicated this unjust prejudice against our city and its neighborhood; in fact, the death-rate during the Summer of 1854 was phenomenally small, when the fearful scourge of 1855, introduced by the Steamship Ben

Franklin, from the African coast, fell like a deadly simoon, blasting with its hot breath a commercial prosperity which then gave the most brilliant promises. We have neither time nor inclination to discuss the responsibility of that introduction. We are dealing only with its effects. It is our belief, however, that the continued healthfulness of our city for a quarter of a century, at least, had produced the same result that springs from continued prosperity; an overweening sense of security, that, syren-like, lulled our authorities to sleep.

Two winters of unusual severity followed in due course the summer of the fever, and the ill effects of that disaster continued to vanish year by year. The war followed in '61, and the unsurpassed health of the troops stationed in and around the city during the war fully established its excellent reputation from a sanitary point of view. Subsequent years have only tended to strengthen this reputation.

A careful study of a topographical map of our city demonstrates clearly that a splendid drainage can be given it and the entire vicinity by preserving the natural watercourses, in keeping open the channels of our creeks, and connecting them by a system of cuts or canals. In this connection, we find the city has reserved the right, for all time, to use the canal west of Granby street, previously referred to, for sanitary purposes, by running all drains now opened, or to be opened, into it, when the authorities shall see fit to do so. The "Improvement Commission," looking also to the sanitary improvement of the city, recommended the cutting of a canal, at least 40 feet wide, to connect the heads of Smith's and Newton's creeks, and made other very valuable suggestions as to drainage, which, through the recent action of our Councils in appointing a committee to consult with an eminent Sanitary Engineer, will no doubt, with some slight modifications at most, be fully carried out.

But the Commission did not consider that the sanitary advantages—though paramount—thus secured any greater than the commercial results which they expect to immediately follow the opening of the canal. They look to see a line of wharf fronts from East Main street to Atlantic bridge at once created, to be developed and utilized by the owners along the line, or condemned to the depth of 100 feet or more from the city boundary for public uses as the people should deem proper. This line extends more than  $2\frac{3}{4}$  miles around our city, and becomes at once, valuable property, either for its present owners or for the public good, whilst it is sure to add to the taxable areas of property in the not far future over \$1,000,000. Nor do they consider it necessary to tax our people one dollar to consummate a work that brings inevitably health to

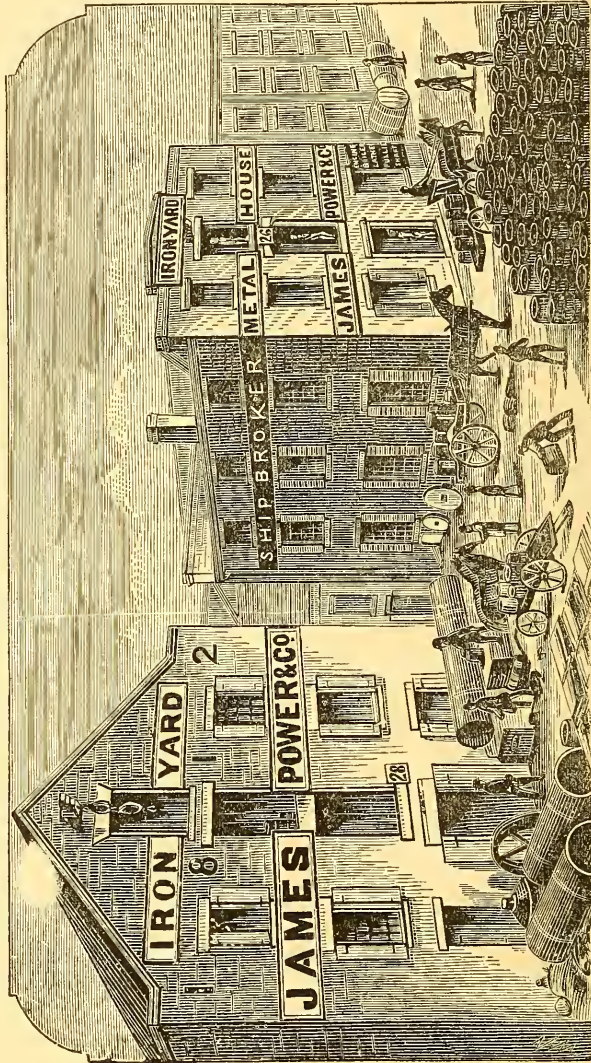


our city, and furnishes, within one circumference, more than five times our present area of wharfage.

Prior to the present decade the scarcity of pure, fresh water suitable for manufactures prevented their establishment in our midst. In fact, in times of great drought many of our people realized the doleful plaint of "the Ancient Mariner:" "Water! water! everywhere, but not a drop to drink." A little less than eight years ago an abundant supply was introduced by the Holly system, and the city water has ever since grown in favor and use. It is estimated that there is a water-shed now available to supply the requirements of a population of some quarter of a million people; with facilities for extending the present accommodation considerably, when the demand requires it. This need being met for our city, and it being an easy matter now to supply our neighboring villages as their improvement may require it, we have no longer to combat this great obstacle in the establishment of manufactories.

We will now enumerate briefly the manufactures and industries already in operation, interspersing our account with suggestions as to openings for new workers in the ground already occupied, or the chances and advantages for new fields of operation. The Norfolk Knitting and Cotton Manufacturing Co. was organized by a number of our enterprising citizens, joined by a few Northern capitalists, completed their factory, located at Atlantic City, just outside our present corporate limits, and got to work early in the Summer of 1880. By an unfortunate accident it was almost entirely destroyed and the valuable machinery rendered useless, by fire, on the last day of the last cotton season. Phoenix-like, it has risen again, and with largely increased capital and new machinery, in six months from a disaster, which would have crushed a less energetic company, their factory will be once more at work. But to give complete success to such enterprises, experience has taught us that not one but many should be established in the same locality, thus affording active and healthy competition and drawing skilled labor in sufficient quantities to their vicinity. As the manufacturers of the North are beginning to realize the advantage of bringing their machinery nearer to the cotton fields, the great cotton centres of the South must in the near future attract to them a large portion of the spinners of the far North, who are now struggling against the disadvantages of distance and climate. Surely, with our unequaled advantages of an abundant supply of the staple, adaptability of climate and propinquity to market, we present that happy combination of fortuitous circumstances which will require but a slight effort on our part to bring them as welcomed settlers amongst us.

The consideration of cotton, in its various stages, and the benefits which already have been and may yet be derived from it by our city, very naturally leads us to an investigation of the importation and manufacture of jute into bagging, now so greatly in demand for putting up



JAMES POWER & CO.'S—26 and 28 ROWLANDS WHARF.

cotton. At present the bulk of the crude material is imported through New York, manufactured in the vicinity, and sold at a large profit to the Southern consumers. Of the manufactured article some 4,000,000 yards pass through Norfolk annually. It has been suggested that

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# NORFOLK & PORTSMOUTH.

INDUSTRIES AND TRADES FOR 1881 AND TO BE FOLDED IN EACH VOLUME CIRCULATED.



Norfolk would be an admirable point, both for its importation and manufacture, as it could easily be brought here by cotton ships wanting ballast or be used to make up a cargo with other merchandise, and the cheapness of labor in this vicinity, combined with our excellent lines of transportation to the cotton region, would enable us to compete successfully with other less favored rivals. It is estimated that \$25,000 would suffice to put up a factory here with the necessary machinery, not including stock, and we know of no better investment anywhere awaiting the enterprise of capitalists.

Still dwelling on cotton and its connections, we would call attention to the demand for the Oil Cake, which is made from the cotton seed, and is shipped in large quantities through our Port to Great Britain and the Continent, to be used in feeding stock. It is a large and growing trade, and we would suggest the advantage of having the mills or factories put up in our neighborhood, and thus enjoy the benefits to our people, both from the manufacture and shipping of this article.

There are several very flourishing manufactories of Fertilizers in our immediate vicinity, which are kept actively at work, and have done a great deal of good to the lands in the section south of us, as well as the adjoining country. One of these enterprising companies imported direct from Hamburg during the month of January, 1881, two cargoes, consisting of 2,000 tons of Kainit, to be used in making fertilizers.

Ship Building is another industry for which our port is admirably adapted, but which has been sadly neglected. No where can be found a situation better suited by nature and circumstances for this business than ours. There is ample space and depth of water in our harbor for building and launching the largest vessels, while an abundance of all the materials required both for iron and wooden vessels, and of the best quality, is near at hand, and therefore cheap. To these advantages is added that of a climate, which admits of active work, generally, the whole year round. We have the best iron and finest timber brought down the great Roads, which are our supply feeders, magnificent spars and knees available through our canals from the great swamp, while just across the Chesapeake Bay, in the Eastern Shore counties of Virginia are to be found large tracts of land with grand virgin forests awaiting, in close proximity to the sea, the enterprise of the ship builder. This combination of advantages will surely not be overlooked by capitalists seeking such investments, when the business world is brought to a full realization of them.

A great need of our port is a Sectional Dry-Dock. This enterprise will require an outlay of \$250,000, and the want of it has already been

a serious disadvantage to us, and if we expect to have a continued increase in commerce, especially the establishment of permanent lines to and from this port, or vessels calling here as a port of refuge for extensive repairs, instead of having to go 150 miles out of their way to Baltimore, we can no longer defer the undertaking. It devolves upon us, therefore, to invite capital from abroad to unite with us in completing at once a work which is so necessary and which will undoubtedly prove most profitable, as an investment.

From the building and repair of ships, involving the timber interest, we naturally pass to the lumber trade, a most important business, that is steadily increasing. In the last 12 months extensive additions and improvements have been made in the mills in our immediate vicinity, and the consequence is that piles of lumber in every direction attract the eye of a visitor to the city. During the past year the estimated amount of lumber manufactured and handled here exceeded 80,000,000 feet, valued at nearly \$1,700,000, an increase in value of nearly \$200,000 over the amount of the previous year. There are numerous other manufacturing interests at work in our city, many of which are noteworthy and doing good service in giving employment to a number of our people which will receive due attention under the appropriate heads in this volume.

Commerce and manufactures after all, though, are dependent on and are therefore subservient to Agriculture, and the true wealth of a people is to be ascertained by looking at their natural productions and the benefits they derive from them. In this aspect our Trucking interest looms up grandly, and gives a material advantage to our people in bringing a large amount of money to and disbursing it in our community in the Spring and Summer seasons, just at a time when there is a serious decline in all other business. The value of the productions of the truck farms in the immediate vicinity of Norfolk may be put down in the aggregate at over \$2,000,000 for the past year, which shows a continued increase since the war, despite the material shrinkage of values which has occurred year after year during the time referred to. These productions embrace the small fruits, apples, pears, peaches and vegetables. The great advantage of Norfolk, in the matter of truck, is its admirable location as a shipping point. In addition to which we have now splendid shell and well graded roads running in all directions, thus giving the truck farmer convenient and easy hauling for his products to this point for sale or shipment beyond, as he may prefer. The ingathering and distribution of these crops also afford congenial and remunerative employment to a considerable number of that element of our population—



the colored people—which else at this season would drop into idleness and its consequence, vice.

There is another production of Norfolk and its vicinity for which we have been celebrated for many years. But as we cultivate and gather it from the water and not from the land; strictly speaking, we should hardly class it among the subjects of *agriculture*, and yet it is unquestionably a production of our *submarine* soil. We refer to Norfolk's specialty, the Oyster. The preparation of this article for export; oyster packing, as it is styled; is a new industry, commenced since the war, and is principally in the hands of Northern men, who have now made a home of our city. It has indeed proved a most valuable business, and gives employment to over a thousand people. In this business Norfolk stands second to Baltimore, and should its rate of increase in the future keep up with that in the past, it will require but a few years to give our city what her situation entitles her to, the first place. There are some fifteen firms in this business, with a capital of nearly \$100,000, occupying buildings and ground attached valued at about \$150,000, and employing some 1,200 hands, mostly colored males, as shuckers. This occupation seems to follow most opportunely that of the trucking season, thus continuing in employment a class who are made useful citizens by the restraints of work.

But there is another "shell fruit" for which our city has more recently become famous. Our *Peanut* business has grown, until we are now the largest handler of this product in the world. This article is a large item of the local traffic of the A., M. & O. R. R., being a product of the neighboring counties through which it passes, on its way to our city. Norfolk handled during the year ending September 30, 1880, 1,000,000 bushels, valued at an average of about \$1 per bushel of the Virginia crop of about 1,350,000 bushels. In connection with this trade, we have three large cleaning establishments or factories, supplied with patented machinery for thoroughly doing the work. They employ over 200 hands, principally females; and one factory has paid out for peanuts in the course of six weeks \$120,000.

Shipments of these cleaned nuts have been made to Cincinnati and the far West by the A., M. & O. R. R., and also by the C. & O. R. R. via James River steamers; and there is every prospect as soon as the Western connections of our Roads are completed and the cars which are loaded at Norfolk go through to the West without delay, that these shipments will be largely increased. Though these domestic shipments are already large, as yet no one has succeeded in building up a foreign trade.

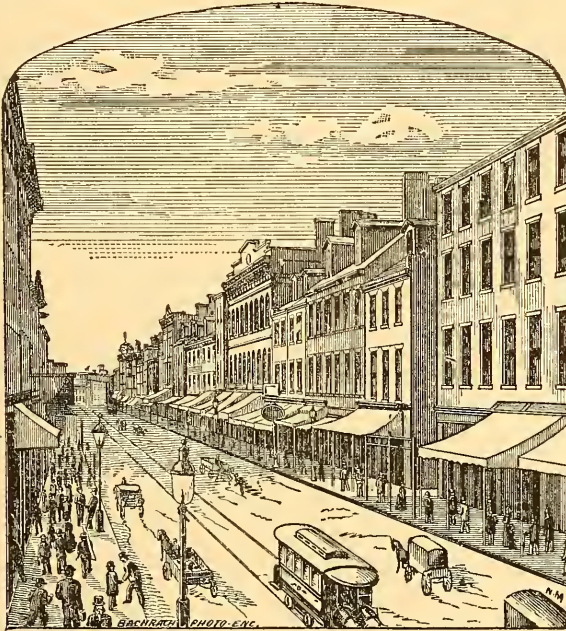
Hoping that we have succeeded ere this in awakening an interest in our

city and a desire to know more of its advantages among those of the outside world, who are either seeking new homes for themselves or investments for their capital, we shall touch briefly, for their benefit, on a few matters connected with our city, which we think will prove interesting to them, and then bring our sketch to a close. Besides the advantages already enumerated, what other attractions, then, have we to present? An old established society, but one not now too exclusive or inclined to ostracism of strangers, on the contrary rather disposed to give them a hearty welcome. Our people are almost entirely of English stock, with now and then a family of Scotch descent. Those who have come, in good faith, to settle amongst us, bear uniform testimony to the fact that our people are industrious, quiet and law-abiding. It is with pleasure that we subjoin the following neat but forcible opinion of an English settler, written to his friends in the Old Country :

“Their system of laws is the English common law, modified to meet the exigencies of a comparatively new country and a different political constitution, but the ancient landmarks of all our rights of person and property are found, and as sacredly cherished and strictly observed as in Westminster Hall.”

The last year's statistics showed an aggregate business for our city of about \$40,000,000, with a promise of a healthy increase in all branches of our trade. Our trade area is rapidly increasing, our transportation facilities are constantly improving and our capital is steadily on the advance. Our Banking facilities are excellent; in fact, our admirable institutions of this character are better able to-day to render the necessary aid in the conduct of their larger negotiations to our business men than they ever were; with an ability, moreover, to extend their facilities as an increase of business demands it. The condition of our Public Finances has materially improved also, as proved by the excellent credit of our city shown by the high price which her bonds, whose interest is promptly paid, now demand. On the 1st of July, 1880, the total amount of the bonds was \$2,187,371, paying an annual interest of \$113,492. Her 8 per cent. bonds are being rapidly retired by 6 per cents. and arrangements are being perfected to substitute 5 per cent. bonds for those now bearing 6 per cent., which will mature in the next four years. A tax of about 2 per cent. on Property, Personal and Real, is found sufficient to meet current expenses, interest, &c. Certainly a rate comparatively low enough for a growing and prosperous city. Our system of Public Schools is good as far as it goes; excellent primary and grammar schools are already provided, and a High School, for which there is a growing public demand which must soon obtain it, is all that

is needed to make it complete. Our private schools, both for girls and boys, are of a superior order that would be a pride to any community. A noteworthy feature of the Educational question is the erection, during the past year, of a unique but artistic building for the "Leach-Wood Female Seminary," and a really imposing edifice for the "Norfolk College for Young Ladies" on two of our principal thoroughfares. These institutions opened new last Fall with most wonderful encouragement, and a patronage that promises future success. Both enterprises were undertaken by joint stock companies.



MAIN STREET—LOOKING WEST FROM CHURCH ST.

The church-goers will find here representatives of nearly every denomination, whether he be Catholic or Protestant, worshipping either in plain and substantial or ornate and attractive buildings, as the various tastes suggested, modified of course by the means available. One relic of a past generation, our sole surviving inhabitant of the primitive days of the ancient Borough, will be sure to draw the attention of the visitor. Old St. Paul's, built nearly a century and a half ago, standing in the midst of grounds kept, we are glad to say, in attractive beauty, where the honored sires of our Borough sleep their *silent sleep* in marked contrast to that lively, noisy little immigrant, the English sparrow, that nestles under her old gables. For those who are not churchmen, but seek some

other outlet to that charity, which seems at times to swell up in every human heart, or for those who seek to supplement the church's work, there will be found no lack of secret beneficial societies. Of their success and influence let the magnificent Masonic Temple, the stately hall of the Odd Fellows, the numerous Castles, Retreats, Glades and Lodges reared or established in our midst, speak for themselves; while of that higher, nobler work, known only to the Father that seeth in secret, or the relieved beneficiary, hundreds of our soothed and succored inhabitants could tell, but perhaps never may till the secrets of all hearts are revealed.

Neither are we wanting in Asylums and Hospitals, in fact, in this latter respect we think our city stands comparatively preeminent. The Hospital St. Vincent de Paul, while under the auspices of those tender, self-sacrificing nurses, the Sisters of Charity of the Roman Catholic Church, is opened to the patronage of all who can pay and bestows its gratuitous beneficences on the indigent without regard to creed. It is an admirably-conducted institution, and we have never known a stranger to visit it without going away with a more favorable impression of the city in which it is located.

Our Post Office and Custom House have become leading institutions since the wonderful growth of our foreign trade, and will compare most favorably with any similar ones in our country in the amount of business done and in the handsome manner, satisfactory to all parties concerned, in which it is conducted. As in every other live town, the Press is here a power, and an appreciated one. The LAND-MARK and VIRGINIAN, two morning, and the PUBLIC LEDGER, an afternoon paper, are the regular dailies, which supply their readers with news from every quarter of the habitable globe. Besides these, with their weekly editions, we have two excellent weekly papers, the SUNDAY GAZETTE and WEEKLY HERALD. They are all welcome visitors to nearly every household in Eastern Virginia and North Carolina, certainly to every one in this city. We have referred only to those papers published in the city of Norfolk, to which in the main our sketch is devoted, but may mention in this connection that our sister city has two dailies and three weeklies. The PORTSMOUTH ENTERPRISE, PORTSMOUTH TIMES, TIDEWATER TIMES, and the VIRGINIA GRANGER.

In union, we are told, is strength, and the advocates of the nearest and dearest unions, those of hearts and hands, assure us that by them pleasures are doubled and troubles divided and that two or *more* can then live on what it cost the one previously. Now whether all this will be true of the union we would suggest, we don't pretend to assert, but of

this we are satisfied that a consolidated municipality of the cities and villages that border on our common harbor, under the common name of *the City of Norfolk (county)*, would tend more to our mutual benefit and general future advancement than any other one measure that can be advocated. The population of this consolidated city would give it at once a position among the more prominent ones of the country, and the new community of interests would break down all the petty rivalries and jealousies that so unhappily retard or prevent any joint successful efforts. We indulge in no such utopian dream as that the union could be run at the present cost of our City Government, and perhaps not at the combined cost of the whole as at present managed, though we believe it would be less; still the advantages accruing to the villages from sharing city



WELLER & CO.'S PEANUT FACTORY—WATER STREET.

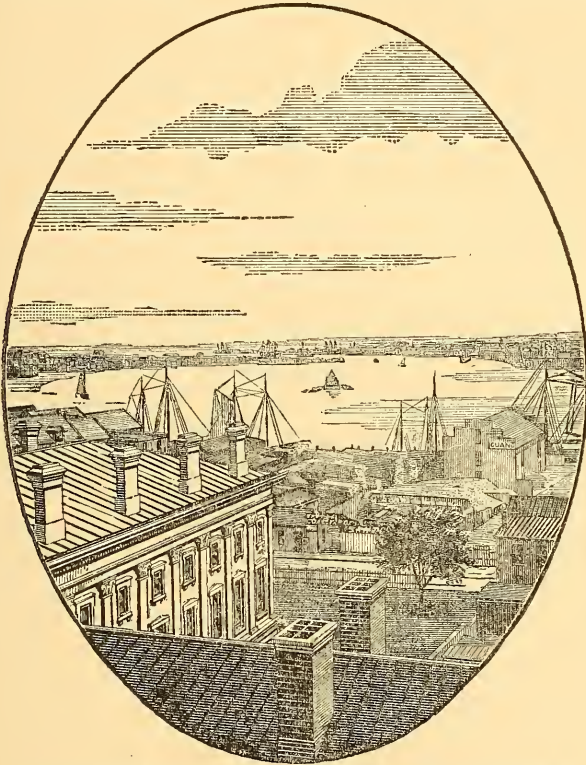
conveniences and the enlargement of the business space in the city, affording further room for increased trade and commerce, without unpleasantly crowding or confining our residences, which will inevitably result in discomfort and perhaps unhealthiness, would more than repay any additional outlay required. We hope our intelligent and energetic Press will take up this measure and advocate it to adoption.

Passing rapidly now from business to pleasure as our space grows more and more limited, we can assure the seeker of the latter that he will find ample provision for it here. Van Wyck's magnificent Academy of Music, erected last Spring and Summer, is of itself well worth a visit, and has few superiors as an exhibition hall in our country; while during the Fall and Winter it has been kept almost constantly opened, for

the lovers of the Drama or the Opera, giving an occasional purely intellectual treat in the shape of a star lecture for those who ignore the stage. Young Norfolk finds pleasure and *muscle* in aquatic clubs during the Summer, for which our safe and commodious harbor gives ample field, while the bicycle and gymnasium afford equal opportunities for the Winter. One great need of our people has been for some years a *Park*, and spasmodic efforts have been made to obtain one, but so far in vain, because, unfortunately, those who most feel the need of it have the least means and influence for procuring it. Our present Mayor has recently started a move in this matter and we hope that he will not desist until success has crowned his efforts, and the needy will give him their blessing.

Our climate in Summer is not so hot as it is in the cities of the North and West, and we possess a great advantage over all interior localities in the cooling sea breeze, which every evening brings us from the Ocean, giving us the great comfort of a pleasant night and refreshing sleep after the weariness and lassitude always consequent on a hot day. While the *few* leave for the mountain resorts, which are only a little over 12 hours ride by rail from our city, deeming an absolute change of air indispensable ; the *many* are so fortunate as to find convenient and pleasant Summer resorts almost at our very doors. The Ocean View Railroad, already referred to, takes the visitor in a short and not unpleasant ride of less than half an hour to the shores of Chesapeake Bay. Here the company have erected quite an extensive hotel. For a day's fishing, which is here excellent, or a picnic and bath in the surf of the bay, this point and other locations, which will undoubtedly be selected and built upon, as the Ocean View Road extends its lines towards Lynnhaven, along the south shore of the Bay, will be found always attractive and pleasant. But the "Hygeia," Old Point Comfort, we think will long remain the "Queen of the Bay." It is very accessible by water at all times and from our city can be reached during the season by all the steamers leaving our harbor, and at a very small price. There will doubtless also be rail communication from Richmond as soon as the C. & O. extension is completed. The "Hygeia" presents that happy mixture of half activity and half relaxation, with its attractions of Fort Monroe, its officers, music and dress parades, that brings a *rest* without the *tedium* that characterizes the general country seaside resorts. There is always surf enough for a pleasant bath and boats waiting to give a delightful sail on safe pleasure ground or to take out those, who prefer it, to the rocks near the Rip Raps, where nearly all varieties of the finny tribe may be captured. The temperature, too, hits a happy medium, seldom knowing an extreme. The air

is invigorating and yet sleep inviting when night comes, and we are never roused here from a sound sleep by that sudden chill which penetrates sometimes the very marrow in our bones among the mountains, after a sweltering day. There is but one objection to this air, it makes one *eat too much*, whether the *victim* be man or woman, invalid or pleasure seeker, and then feel ashamed of himself. The Normal School, the Soldiers' Home with its exquisite grounds, and the quaint old town of Hampton, built on a crab-shell, as the legend runs, are all in the im-



VIEW OF HARBOR, WITH NAVY YARD IN THE DISTANCE.

mediate vicinity, and unite to make the attractions of the Hygeia irresistible.

The great coming event, however, is the projected Hotel at the "Hollies," which is to be built and ready for guests when the Princess Anne Railroad is completed. A short ride of seventeen miles will then bring us right to Old Ocean's wave, and to those who have once enjoyed his mighty roar, the waters of the gentle Chesapeake will doubtless seem too tame. This beach, we are told, is perfectly safe and admirably adapted for surf bathing. While on the subject of pleasure and health-

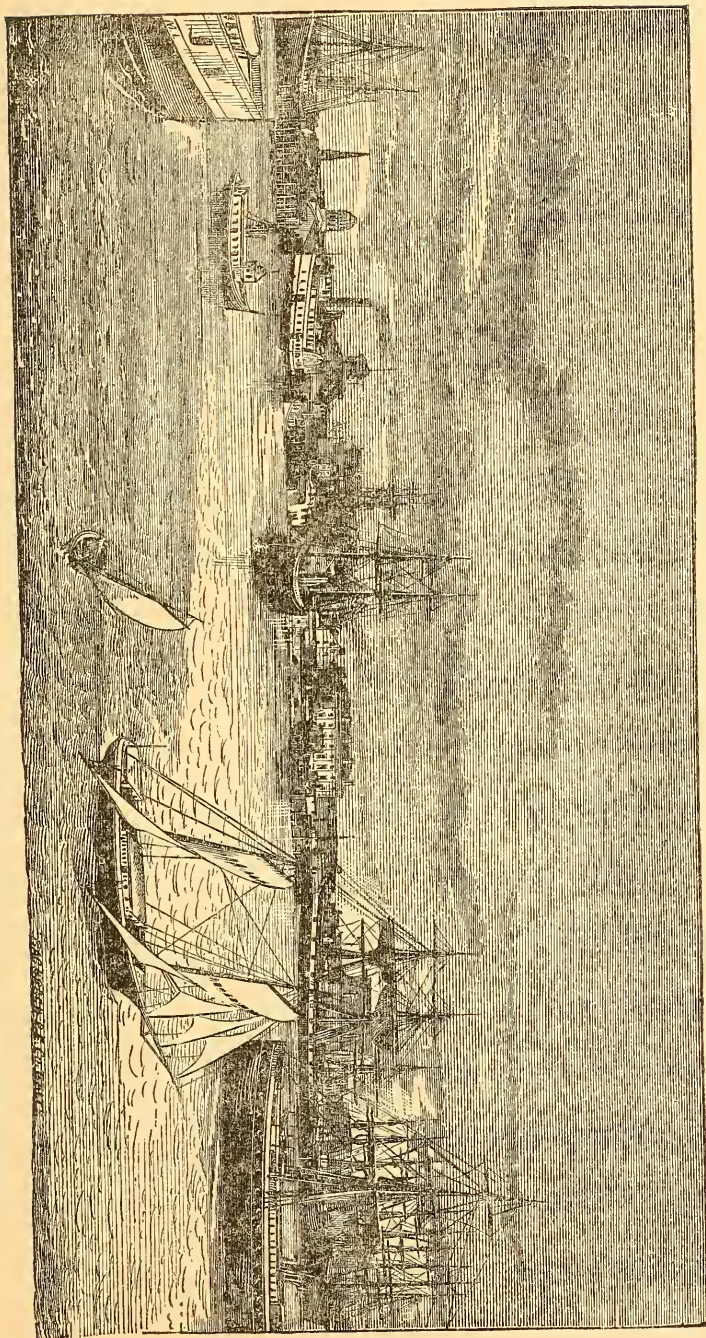
seeking, we may be permitted to call attention to a locality which an outsider, who has only some vaguely romantic idea of its existence, would deem almost the synonym of death and destruction. We refer to the "Dismal Swamp," which is so easily reached from our city by inland water navigation, and is not only rich in the finest timber, but is proved, by the close observation and testimony of the old residents of Norfolk and Nansemond counties, who have known it from their boyhood, and who have either gotten shingles there themselves or employed others to get them, to be a *grand sanitarium*. The laborers in this Swamp enjoy a most remarkable exemption from the ills that flesh is heir to, (and the worst of all, the doctor's bills consequent upon them), and their longevity has been noticed in that region for some time past. The Juniper water found here is both exceedingly healthy and palatable, and said to be a specific in some forms of kidney disease.

And now if there are any kind readers who are still unsatisfied in their laudable desire for information in regard to our city of wonderful promise, we can suggest a method of gratifying it that will afford a combination of pleasures. Mr. Huntingdon has promised to complete his road this Summer to Newport News and thus give ample transportation to visitors in the Fall coming to the "Yorktown Centennial." Norfolk must be, to a great extent, the grand *Pleasure Centre* for this move. Here the visitor must establish his headquarters and base of supplies at one of our excellent and numerous hotels. From this port hourly steamers will be plying to Newport News, and thence to the "Centennial Grounds" will be a short ride by rail. The visitor having enjoyed his day at the "Centennial," can return easily and spend his night in Norfolk. To those who prefer an all-water trip, there will be steamers to carry them in a few hours sail directly to Yorktown.

And here we may rest our case, so far as the general reader is concerned, believing that those, who have patiently followed us in our meanderings, must give us credit for having presented impartially the cause of our city and that a discriminating public will give a unanimous verdict in her favor. But to the people of our own State, Virginians, bound to us by the nearest and dearest ties of association and consanguinity, we would drop a parting word of admonition. There is unquestionably a disposition on the part of our Western neighbors to help us, but it is no question of sentiment; it is a practical business idea that our Port has advantages, which can be used for their benefit, and they are perfectly willing to help us so long as in doing so they are reaping them for their own use. But remember we have a strong opponent, whose wealth and power may more than match our unaided natural advantages;



SECTION OF WATER FRONT, SHOWING BOSTON PROVIDENCE AND LIVERPOOL STEAMSHIP LINES' WHARVES.



let us remind you that the day of resolutions and childish prattle about these advantages, whether of mountain, forest or stream, is past ; the day for action is come. The time is even now at hand, when we must either put on a new-found energy and improve these advantages ourselves or others will derive the profit in developing them. We must forever cast away the old jealousies and rivalries between the different sections of our State—do away even with the old nomenclature, if it suggests such feelings in our hearts, as Northside and Southside, or Valley, Piedmont and Tidewater.

Brothers, we of the Seaboard have learned to love *your* fertile valleys as *our own*, and to admire as *ours*, too, your mountains, that in lofty grandeur point to *your* God, who is *our* God. Note your little streams that trickle down those mountain sides, as they grow to the great rivers whose waters, mingling with our inland sea, are borne by it to the Ocean depths. Are they not bonds that bind us fast together? Are we not bound too by those great iron bands that traverse the length and breadth of our grand old State? Let us stand, then, elbow touching elbow, mountaineer and lowlander no longer, but *all Virginians*, fighting under *one* banner, in the great battle of progress, for *the sake of Virginia*. Away with politics, and in the new order of things, let us choose as the Virginia policy the practical consolidation, in a new covenant between them, of Agriculture, Mining and Commerce. Let Agriculture provide the sustenance, and Mining tear from the very heart of the Old Mother her untold wealth, while Commerce carries a share to all countries of the globe and brings back their riches in exchange. To you, earnest workers, who are already up and doing, we would say God speed you, be not weary in well doing! Friends, who are lagging or hesitating, we warn you; if like Ephraim, you are still joined to broken idols, you will either be crushed by the car of progress, or having stayed its onward movement, the golden opportunity of our old Commonwealth will have slipped through our hands, and the motto of the ancient City of Priam will mark the crumbling ruins of our lost prosperity, "*Ilium Fuit.*" *United*, in one solid phalanx, *each one* working for the good of *all*, and what a brilliant destiny awaits us! Our city will take her true rank—that of the Chief City in the greatest Commonwealth of our great American confederation.

To the strangers who seek to better their fortunes by embarking in any of the diversified pursuits which our city affords; to those whose acquaintance we already enjoy, and who are seeking a location for like purposes, we desire, in the name of our people, to extend a cordial welcome, with the assurance that we want you to make your homes in our city, and that we will go forward, shoulder to shoulder, in the march of successful business development. The principal avenues of commerce, manufactories, trades and firms of the city, together with much statistical and general information concerning them, useful to those having or desiring business relations with the city, are presented in the following pages, and for them we respectfully invite an attentive perusal.

## GROCERIES.

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THIS is decidedly the largest, most prosperous and important branch of the jobbing trade of the city, and the sales for 1880 are reliably estimated to have amounted to five millions of dollars, not including the business done by the retail stores during the same period, which amounted to between \$1,500,000 and \$2,000,000. The business of 1880 showed an increase over 1879 of about 20 per cent. Jobbers have been eager to push business, while cautious as to credits, and upon the whole, the year's business was much more satisfactory, both in its conduct and results. One notable fact points to the reliability and good judgment which characterize the management of this trade. It is that there have been no failures, compromises or embarrassments, nor the least evidence to show anything but the steadily-increasing financial strength of every firm engaged in it. Occasionally the suspension of a small, out-of-the-way establishment is chronicled, but the title of grocery, when applied to such a concern, becomes a misnomer, and the demise of such suburban firms attract about as little attention as their creation. The stocks on hand comprise every variety of goods usually found in first-class grocery houses, including Flour, Meats, Sugars, Coffees, Teas, Syrups, Salt, Lard, Mackerel, Herring, Powder, Shot and Fancy Articles. These are shipped to all parts of the Southern Seaboard, to Virginia, North Carolina, South Carolina, Georgia and Tennessee, in car-loads or smaller lots, as the necessity of circumstances may demand.

With ample transportation connections to the West, and innumerable steam and sail vessels entering this port from the sugar refinery districts of the East or foreign ports, we are unable to see why Norfolk firms in this business cannot cope with those of other markets, and secure to themselves the bulk of the Southern business. Let those who control our railroads see to it that freights from Norfolk to points South will be taken at rates pro rata with those from more Northern points, and we will guarantee that in a few years the present grocery business of Norfolk will be treble what it is now. The importation of Coffee direct to Norfolk promises to assume some magnitude before long, when articles for return cargoes can be obtained from the West, which we feel assured will be when the different new routes and extensions now being built between our city and the West are completed. The capital estimated to be employed in the grocery business here amounts in round numbers to \$500,000, and total sales to \$7,000,000.

ESTABLISHED 1871.

J. EASTHAM,

E. T. POWELL.

**EASTHAM, POWELL & CO.,****Wholesale Grocers,**90 WATER STREET  41 COMMERCE STREET,**NORFOLK, VA.**

LARGE DEALERS IN

***FLOUR, MEATS, SUGARS,******Coffee, Teas, Syrups, Salt,******Lard, Mackerel, Herring,***

AND IN FACT ALL ARTICLES USUALLY KEPT IN A

**WHOLESALE GROCERY HOUSE.**

Special inducements offered to Prompt Paying and Cash customers.

ESTABLISHED 1865.

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**M. L. T. DAVIS & CO.,**

**WHOLESALE**

**GROCERS,**

AND DEALERS IN

**Provisions,**

**FLOUR, FISH  SALT.**

---

**CAR-LOAD SALES** made a Specialty,

AND THE

LOWEST POSSIBLE FREIGHT RATES SECURED.

---

**91 WATER STREET,**

(CORNER COMMERCE,)

**NORFOLK, VA.**

*ESTABLISHED 1806.*

---

ROWLAND BROTHERS,  
Wholesale Grocers,  
AND  
COMMISSION MERCHANTS,

Nos. 12, 14 and 16 Rowland's Wharf,

**NORFOLK, VA.**

---

WASHINGTON TAYLOR & CO.  
Wholesale Grocers,  
14, 16 and 18 COMMERCE STREET,  
NORFOLK, VA.

---

AGENTS FOR  
**HAZARD POWDER.**

W. F. ALLEN.

**ESTABLISHED 1864.**

J. T. BORUM.

---

W. F. ALLEN & CO.  
**Wholesale Grocers,**

99 WATER ST. & 18, 22, 26 & 30 ROTHERY'S LANE,

**NORFOLK, VA.**

---

☞ FLOUR AND MEATS A SPECIALTY. ☜

Special attention given to CAR LOAD quantities of

**MOLASSES, FLOUR, MEATS AND SALT.**

---

THEODORICK A. WILLIAMS.

WM. C. DICKSON.

**T. A. WILLIAMS & DICKSON,**  
**Wholesale Grocers,**

**AND**

**COMMISSION MERCHANTS,**

Nos. 2 and 4 Roanoke Square,  
**NORFOLK, VA.**

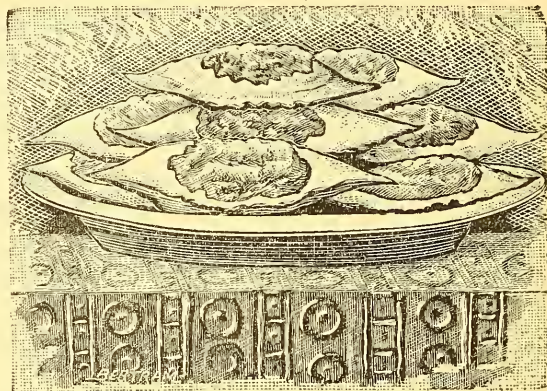
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**SALT, MOLASSES AND FLOUR,**  
BY THE *CAR LOAD*, A SPECIALTY.

STRICT PERSONAL ATTENTION given to all ORDERS entrusted to our care, and with a FULL STOCK of all classes of goods pertaining to the WHOLESALE GROCERY BUSINESS, we are enabled to offer special inducements to our PATRONS.

# McMENAMIN & CO.'S FRESH DEVILED CRABS,

IN ONE AND TWO LB. CANS. ORIGINAL SHELLS ACCOMPANYING.



Our trade say they are the finest goods they have ever used.

GEO. MCBURNEY & SON,  
Alexandria, Va.

The best goods packed. Give universal satisfaction.  
JOSEPH R. PEEBLES' SONS,  
Cincinnati.

Gentlemen:—I have used the crabs put up by almost every packer in the United States, and I must say, and that truthfully, that yours are the best I ever placed before a guest, crabs fresh from the water not excepted. I congratulate your success, for it helps a hotel man out of many a close place, especially at a summer resort.

Very truly yours,  
J. J. VENABLE,

Blunt Springs, Ala.

UNITED STATES COMMISSION

## FISH AND FISHERIES.

SPENCER F. BAIRD, Commissioner,

WASHINGTON, D. C., Aug. 7, 1880.

Dear Sirs:—It gives me pleasure to inform you that at the International Fishery Exhibition recently held in Berlin, your exhibition of Canned Crabs was deemed worthy of especial and honorable mention by the Juries.

Yours respectfully,  
SPENCER F. BAIRD,  
Commissioner of Fisheries.

McMENAMIN & Co.,

HAMPTON, VA.

### The Following are Some of the Wholesale Houses that Handle our Goods:

New York.—H. K. & F. B. Thurber & Co., E. C. Hazard & Co., Henry Welsh, F. H. Leggett & Co. Smith & Vanderbeck, Bogle & Lyles, Houston & Stienle, Kemp, Day & Co., Austin, Nichols & Co. Philadelphia.—Guthens & Rexamer, Mitchell & Fletcher, James H. Larzelra & Sons, McIllyvaine & Co. Boston.—W. K. Lewis & Bro., Marshall Johnston, E. T. Cowdery & Co., H. N. Rogers & Co., F. C. Lord & Co., C. B. Fessenden & Co. Chicago.—A Booth, Rockwood Bros, Smith & Vanderbeck, Wm M Hoyt & Co., Franklin McVeigh & Co., Sprague, Warner & Co. Baltimore.—T. A. Bryan & Co., E. L. Palmer & Co., Thomas M. Green & Co., Clark & Jones, John Martin & Co., L. H. Cole & Co., E. C. Bailey, Chas. Pracht & Co., Milnor, Cochran & Co., John F. Mitchell & Co. St. Louis.—Greeley-Barnham Grocer Co., Franklin Smith & Son, David Nicholson, Ira Boutelle, Jacob Furth & Co., A. Moll, F. H. Rockwood. Cincinnati.—J. R. Peebles' Sons, H. L. Stiles & Co., Reis Bros & Co. Cleveland.—A. J. Wenham & Son, Chandler & Rudd. Detroit.—Dwyer & Vhay, D. D. Mallory & Co., G. & R. McMillan. Columbus, O.—J. B. Carlisle, Maynard Bros., J. H. Barcus, A. H. & G. A. Blood, Walker Bros. Dayton.—McLean & Bagen, Wm Kiefaber & Bro., George K. Krug. Charleston.—Robertson, Taylor & Co., Otto F. Wickes, F. Von Oven, H. B. Schroeder, F. E. Bonner. Wheeling.—Block Bros. Toronto.—William Taylor. Kansas City.—McCord, Nave & Co. Louisville.—A. Fondée & Sons, George Gilfus, Wunock & Scholtz, William Sonders. Milwaukee.—George I. Robinson, Charles J. Russell. New Orleans.—A. E. Morphy. Atlanta.—A. McD., Wilson & Co., Frank E. Block, Smyth & Perkerson, Simmons & Drummond, W. L. Hubbard & Son. Galveston.—George Veeligson. Houston, Tex.—William D. Cleveland. San Antonio, Tex.—Hugo & Schmeltzer. Jefferson, Tex.—Markonitz Bros. & Strauss. San Francisco.—R. D. Hume & Co. Rochester.—James McMannis, Schnarr Bros. & Feock, Smith, Perkins & Co. Williamsport, Pa.—Alexander Beede & Co. London, Eng.—H. K. & F. B. Thurber & Co. Liverpool, Eng.—M. C. Buck & Co.

Orders filled at the shortest notice. Price lists, circulars, &c., on application.

Factory at HAMPTON, VA.



**JOHN Z. LOWE,**

WHOLESALE AND RETAIL DEALER IN

**Fine Family Groceries, Ship Stores, Provisions,****FINE WINES, LIQUORS, CIGARS, TOBACCO, &c., &c**

13 and 15, Corner Market Square and 1, 3 and 5 Union Street,

**NORFOLK, VA.**

ROASTED COFFEE AND FINE TEAS A SPECIALTY.

**BANKS AND BANKERS.**

**B**Y no more substantial evidences can a city's wealth and commercial soundness be judged than by the prosperity and good management of its banks. They hold the great medium of exchange between continents, and at once become the arbitrator between debtors and creditors. With nearly two and a half millions of dollars capital, a larger Banking business is carried on here than in any Southern city with double our population. This capital does not appear large, but it is ample for all the needs of trade, and money can be obtained on good commercial paper at low rates. The money market has been fairly active during the year just closed, while deposits withdrawn during that period have been more than balanced by new deposits, the whole amounting at present to about \$5,000,000. Some idea of the increase in transactions in this line may be gained from the statement that in the month of November, 1879, one bank shipped \$1,000,000 in currency to North Carolina, and for the same period in 1880 the shipments amounted to an average of \$1,500,000 *per week*.

The cotton season of course creates activity in money circles, and these shipments of immense quantities of currency is partly due to it. Gold, so much sought after a few years ago, has become a nuisance with our people, and frequent objections are made to receiving it in any but the smallest quantities. The Clearing House, where daily settlements between the different banks composing its membership are facilitated by meetings of representatives of each bank, was organized in 1871. Its members are the presidents and cashiers of the following banks, named in the order in which they are entered upon the books of the Association: Exchange National Bank, John B. Whitehead, President, George M. Bain, Jr., Cashier; Citizens Bank, W. H. Peters, President, Walter H. Doyle, Cashier; Bank of Commerce, James E. Barry, President, W. S. Wilkinson, Cashier; Marine Bank, Walter H. Taylor, President, Hugh N. Page, Acting Cashier; Burruss Son & Co., and Bank of Portsmouth. From Mr. Walter H. Doyle, manager, we obtained the following figures, showing the increase in transactions of the Clearing House during the months of November of each year, commencing with 1876:

|      |           |                |
|------|-----------|----------------|
| 1876 | . . . . . | \$1,252,675.40 |
| 1877 | . . . . . | 1,117,280.26   |
| 1878 | . . . . . | 1,230,756.26   |
| 1879 | . . . . . | 1,500,925.61   |
| 1880 | . . . . . | 2,024,200.02   |

The increase of \$523,274.41 in the business for November, 1880, over the same month in 1879 indicates the passage of more money through the banks, and it is easily seen that the increased general business of the city is its prime cause.

The well-conducted Savings Banks of Norfolk do a great deal towards advancing the prosperity of a large class of our citizens whose income is limited to the value of their daily products as mechanics or laborers, by receiving deposits of one dollar and upwards, and allowing regular interest thereon, while affording ample security. Thus the savings of the clerk, the artisan and the man of toil have been made to swell the banking capital and at the same time encourage economy and thrift amongst those who most need it.

That the affairs of the monied institutions of Norfolk are directed by able financiers, men whose judgments have been ripened by the most flattering and successful experiences, is too well known throughout the country to scarcely require such a statement here. "Curb-stone" brokerage and stock speculation are unknown terms, even in the undercurrent of mercantile life, where obscurity begets immunity. Norfolk contains one National, eight private banks and two banking firms.

---

WM. H. PETERS, Pres.      WM. W. CHAMBERLAINE, Vice Pres.      WALTER H. DOYLE, Cashier.

# CITIZENS' BANK,

## OF NORFOLK, VA.

INCORPORATED UNDER STATE LAWS, IN 1867.

### DIRECTORS:

WM. H. PETERS,      WM. W. CHAMBERLAINE,      GEO. C. REID,  
 CHARLES H. ROWLAND,      T. A. WILLIAMS,      J. G. WOMBLE,  
 WALTER H. DOYLE.

Bank of Discount and Deposit. Discount Days, Wednesday and Saturday. Interest allowed on Savings Deposits. Exchange Issued on all Principal Cities of Europe.

**COLLECTIONS MADE  
 AND PROMPTLY REMITTED.**

N. Y. Correspondent, BANK OF NEW YORK—NATIONAL BANKING  
 ASSOCIATION.

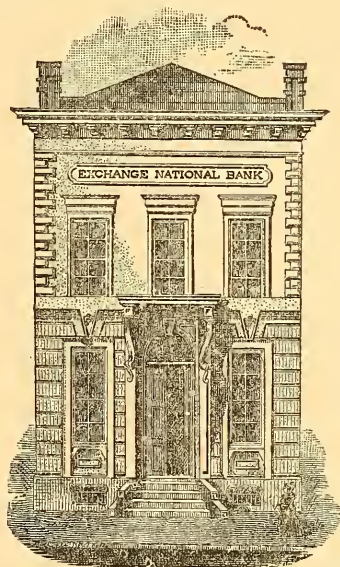
# THE EXCHANGE NATIONAL BANK, OF NORFOLK, VA.

Designated Repository and Financial Agent of the United States.

AUTHORIZED CAPITAL - - - - \$500,000.

PAID IN CAPITAL - - - - \$300,000.

Hon. JOHN B. WHITEHEAD, President.  
JAMES G. BAIN, Vice-President.



GEORGE M. BAIN, Jr., Cashier.  
JAMES H. TOOMER, Assistant Cashier.

### DIRECTORS.

Hon. JOHN B. WHITEHEAD, R. T. K. BAIN, JAMES G. BAIN,  
JOHN JAMES, R. H. McDONALD, CHAS. E. JENKINS,  
ORLANDO WINDSOR.

## STATEMENT OF THE CONDITION OF THE EXCHANGE NATIONAL BANK, OF NORFOLK, VA.

At the close of Business, December 31st, 1880.

### RESOURCES.

|                              |                       |
|------------------------------|-----------------------|
| Loans and Discounts.....     | \$1,425,869 72        |
| United States Bonds.....     | 515,900 00            |
| Other Securities.....        | 49,445 89             |
| Banking House and Other      |                       |
| Real Estate .....            | 59,167 65             |
| Due from Banks & Bankers,    | 812,230 25            |
| Due from U. S. Treasurer.... | 14,949 34             |
| Cash on hand .....           | 421,358 08            |
| <b>Total.....</b>            | <b>\$3,298,920 93</b> |

### LIABILITIES.

|                        |                       |
|------------------------|-----------------------|
| Capital Stock.....     | \$ 300,000 00         |
| Surplus.....           | 150,000 00            |
| Undivided Profits..... | 51,654 00             |
| Dividends unpaid.....  | 15,505 00             |
| Circulation.....       | 270,000 00            |
| Deposits.....          | 2,511,761 93          |
| <b>Total.....</b>      | <b>\$3,298,920 93</b> |

# THE MARINE BANK,

## OF NORFOLK, VA.

CHARTERED BY THE STATE OF VIRGINIA.

**W. H. TAYLOR,**  
*President.*

**HUGH N. PAGE,**  
*Acting Cashier.*

Collections remitted for on day of payment. No charge for collections payable with exchange. No extra charge for Collections on Richmond, Petersburg, Lynchburg, and Suffolk, Va.

### DIRECTORS.

JAS. T. BORUM, of W. F. Allen & Co., Wholesale Grocers.

KADER BIGGS, of Kader Biggs & Co., Commission Merchants.

M. L. T. DAVIS, of M. L. T. Davis & Co., Wholesale Grocers.

C. B. DUFFIELD, Attorney at Law.

W. W. GWATHMEY, of Gwathmey & Co., Commission Merchants.

L. HARMANSON, of Harmanson & Heath, Attorneys at Law.

B. P. LOYALL, of Taylor & Loyall, Family Grocers.

WASHINGTON REED, of Peters & Reed, Commission Merchants.

CHAS. REID, of Chas. Reid & Son, Commission Merchants.

GEO. E. BOWDEN President.

GEO. S. OLDFIELD, Vice-Pres't

H. C. PERCY, Cashier.



# THE HOME SAVINGS BANK,

## Norfolk, Virginia.

STATE INSTITUTION . CHARTERED 1874.

Transact a Legitimate Banking Business  
in all its Branches. Buy and sell exchange on all  
Principal Cities of Europe.

Collections in Virginia and North Carolina  
entrusted to us will receive prompt and  
careful attention.

|                      |   |   |   |             |
|----------------------|---|---|---|-------------|
| Cash Capital Paid in | - | - | - | \$20,000 00 |
| Surplus              | - | - | - | 3,000 00    |

**Six Per Cent. Interest Paid on Savings Deposits.**

### DIRECTORS.

H. B. NICHOLS,

SAML. HOFFLIN,

GEO. E. BOWDEN,

F. RICHARDSON,

J. R. GILLETT,

S. E. BICKFORD,

B. F. BOLDSOM,

CAPT E. PICKUP,

GEO. S. OLDFIELD,

J. H. WEMPLE.

☞ Deposits may be sent by Mail or Express and Bank Book will be promptly sent.

# BURRUSS, SON & CO., Bankers Brokers, NORFOLK, VIRGINIA,

Tender their services as Bankers, having special facilities for the collection of NOTES and DRAFTS, payable in this city, or at any accessible points in this State or North Carolina, WILL REMIT PROMPTLY ON DAY OF PAYMENT AT THE LOWEST RATE OF EXCHANGE on NEW YORK.

EXCHANGE ISSUED ON ALL THE CITIES OF EUROPE.

Bonds, Stocks, Mining Shares and Securities, bought, sold and negotiated on Commission.

Virginia State Coupons, receivable for all State Taxes, Dues and Licenses, sold at a liberal discount.

Uncurrent Bills, Southern Bank Notes, Mutilated Currency bought. Loans Negotiated on Real Estate, Business Paper and Claims Discounted.

BUSINESS ACCOUNTS INVITED and INTEREST ALLOWED ON TIME DEPOSITS.

Particular attention paid to the purchase and sale of City and State Securities on ORDERS.

Holders of Norfolk City Bonds furnished with Quotations as to the value and character of the same.

Coupons and Interest collected by sending Power of Attorney.

New York Correspondents, NINTH NATIONAL BANK, J. B. COLGATE & CO., KNAUTH, NACHOD & KUHNE.

## BANK OF COMMERCE.

*(Chartered under State Laws, 1st July, 1878.)*

### DIRECTORS :

JAS. E. BARRY, D. C. WHITEHURST, JAS. REID, SAM'L MARSH,  
J. VICKERY, B. T. BOCKOVER, A. F. SANTOS,  
W. A. GRAVES.

TRANSACTS A GENERAL BANKING BUSINESS. COLLECTIONS MADE ON ALL POINTS AT CURRENT RATES. INTEREST ALLOWED ON DEPOSITS IN SAVINGS DEPARTMENT.

N. Y. Correspondent, NATIONAL PARK BANK; Phila Correspondent, FIRST NATIONAL BANK; Boston Correspondent, MERCHANTS NATIONAL BANK.

## THE NORFOLK TRUST CO.,

56 ROANOKE AVE., NORFOLK, VA.

DEPOSITS OF EVERY AMOUNT RECEIVED. INTEREST ALLOWED ON DEPOSITS. DISCOUNT DAYS, TUESDAYS AND FRIDAYS.

WM. B. ROGERS, President.

W. J. YOUNG, Secretary.

## IRON WORKS AND MARINE RAILWAYS.

FEW persons who feel an interest in the growth and commercial prosperity of Norfolk can pass through the southeastern part of the city and be greeted, as one is sure to be, by the musical reverberations of the boiler-maker's hammer, the caulker's mallet, the rattle of truck wheels or the constant whistling of steamers and mills, without experiencing a thrill of pleasure. Mechanics, like so many bees, are to be seen scattered about the various shops, railways and saw-mills, each intent upon some detail of the work in hand, which, when completed, will probably form a ponderous machine of great power, or shapely craft with its compact body and spotless sail to bear the rich merchandise of a busy people to other markets or climes.

Few people can fail to realize that in those scenes of activity in the iron works, marine railways and foundries, are presented the most substantial and gratifying evidences of increasing wealth. No branch of the manufacturing business becomes sooner effected, or more depressed during seasons of financial strain than these, and when they are forced to curtail their operations every fibre in the body commerce experiences the evil results that inevitably follow. The class of people who build up great cities, keep our currency constantly circulating in the marts of trade, are reduced to a state of idleness and often of actual suffering. When these industries are forced to their limit of productiveness, we know that there is a demand caused by prosperity in other branches. To-day the manufacturing interests of Norfolk are brighter than they have ever been, and the steadily increasing demand for our manufactures encourages the belief that they will continue to grow in public favor, and the means of producing them in magnitude and importance.

Our railways have as much as they can do, and it often happens that vessels are compelled to remain in the river several weeks before they can obtain berth for repairs. Boilers, agricultural and narrow-gauge engines of superior workmanship and artistic finish are made in Norfolk. Most of them are shipped South, to be used in the timber districts of North Carolina, or in the cotton fields of Georgia and South Carolina. Norfolk manufacturers have lately directed their attention to the introduction of their agricultural engines in the first-named State, and with very satisfactory success. Wherever exhibited they have been awarded special honor, when in competition with those of other popular makes. The entire field of manufacturing enterprises here is full of remarkably effective machinery, new in principle or application of principles previously known. We are not ashamed of the record this city has already made, nor have we any fears that the future will fall behind the past in sustaining the reputation which has been secured by our manufacturers. The city contains four large merchant machine shops, three foundries and five marine railways.

# ELIZABETH IRON WORKS

**CHAS. W. PETTIT,**

PROPRIETOR.

Nos. 280 and 282 Water Street,  
**NORFOLK, VA.**

Manufacturer of Steam Engines, Boilers,  
**SAW AND GRIST MILLS,**

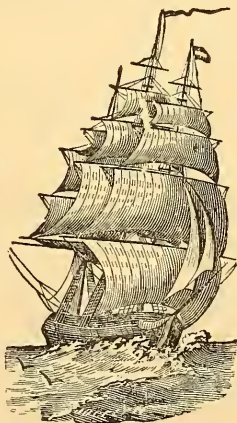
**SHAFTING, PULLEYS, HANGERS, FORGINGS AND CASTINGS.**

Special attention given to the repair of STEAMBOATS and MACHINERY  
of all kinds.

 MACHINISTS and BOILER MAKERS sent to any part of the Country to  
repair work.

**WM. A. GRAVES,**  
STEAM SECTIONAL MARINE RAILWAY,

**Ship  
Builder,**  
AND  
**Spar  
Maker.**



Lumber  
Manufacturer,  
Saw and Planing  
**MILLS,**  
Scroll  
**SAWING.**

ALL KINDS OF BRACKETS FURNISHED ON SHORT NOTICE.

Nos. 209 to 223 Water Street, **NORFOLK, VA.**

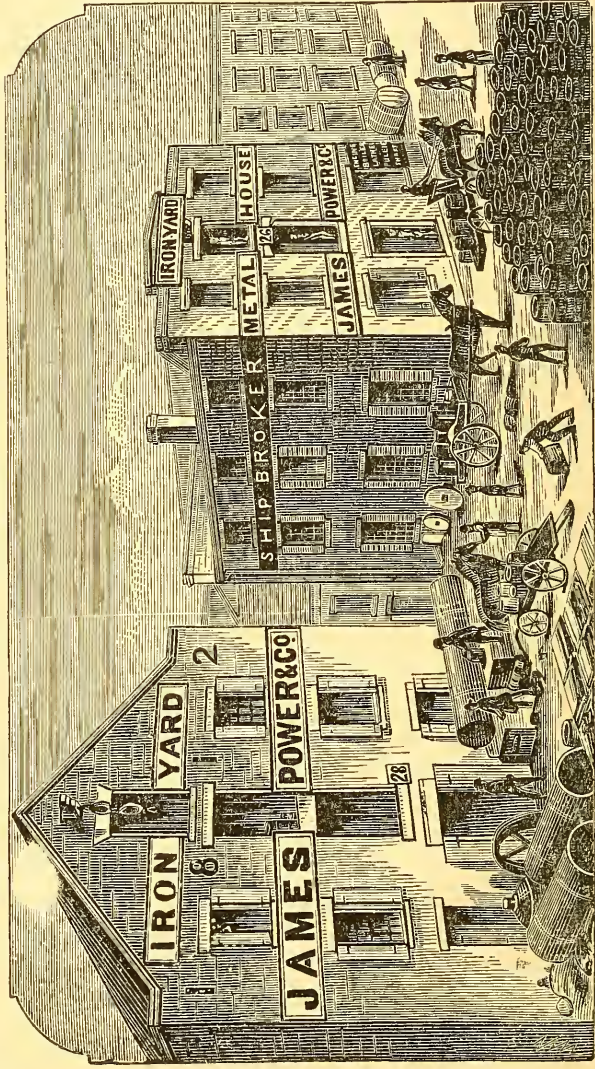
# JAMES POWER & CO. Iron Yard & Metal House,

DEALERS IN ALL KINDS OF

SCRAP IRON, OLD METAL AND PAPER STOCK.

ALSO, NEW AND SECOND-HAND ANCHORS, CHAINS AND MACHINERY OF ALL DESCRIPTIONS.

26 and 28 Rowland's Wharf, foot of Rothery's Lane, NORFOLK, VA.



WE ARE ALWAYS IN THE MARKET FOR THE PURCHASE OF  
OLD WRECKS, STEAMERS, VESSELS, OLD MILLS, &c.

Machinery of all kinds, new and second-hand, bought and sold,



**GEO. W. DUVAL & CO.**

**NORFOLK IRON WORKS,**

Cor. Water and Nebraska Streets,

**NORFOLK, VA.**

**Engines, Boilers, Saw Mills,**

AND ALL KINDS OF

**MACHINERY OF THE MOST IMPROVED PATTERNS.**

ALSO REPAIRING AT THE SHORTEST NOTICE.

↪ PARTICULAR ATTENTION PAID TO STEAMBOAT WORK. ↩

Duval's Patent **BOILER TUBE FERRULES** are the only perfect remedy for Leaky Boiler Tubes. They can be inserted in a few minutes by any Engineer, and are guaranteed to stop the leaks.

---

**OLD ATLANTIC FOUNDRY,**  
206 Water Street, Norfolk, Va.

**W. A. ANDERSON**

Manufactures every description of **CASTINGS**, Iron and Brass, at short notice and at Baltimore Prices.

No extra charge for **PATTERNS**, of which I have an extensive variety.

**HIGHEST CASH PRICES PAID FOR OLD METALS.**

---

**STOVES AND TINWARE.**

THIS business was never in more prosperous condition than it is now, even though competition and an increase in the number of firms engaged in it have had the effect to reduce prices, and give to consumers the advantages of a market almost identical with that at the largest foundries and stove manufactories of the country. The activity and general

busy movements observable in most of the houses, give the best-assurances that the trade is a vigorous and healthy one. With larger stocks and with about \$60,000 actual capital, a business amounting to \$200,000 was done in 1880, Eastern Virginia and Carolina people doing the buying. With an enlarged trade the firms are doing better work, and the click of the mallet resounds throughout the tinware shops of the city. Every new design is introduced in this market directly it appears, and our people, who a few years ago thought it necessary and economical to make their largest purchases in Baltimore and Philadelphia, have begun to realize that the home market affords every advantage to be had even in the larger cities of the North.

---

**ESTABLISHED 1826.**

**GALVANIZED IRON CORNICES AND ORNAMENTAL WORK.**

**GEO. L. CROW,**

MANUFACTURER OF AND DEALER IN

**Stoves, Ranges & Heaters,**

PLUMBING, COPPER, TIN and IRON WARE,

**HOUSE-FURNISHING GOODS, KEROSENE, &C.**

**No. 13 Commercial Row,**

S. S. PEED, Supt.

**NORFOLK, VA.**

---

**SEEDSMEN.**

§ **SURROUNDED** by such an immense trucking area, it is not at all surprising that the seed business has grown and prospered to the very great extent which it has. Sales are not made exclusively to truckers, however, but shipped from here to almost all parts of the United States, where people desire to cultivate vegetables, flowers, &c., that have found successful propagation in this section. The seedsmen of Norfolk grow most of their seed under their own, or such supervision as will insure the highest state of perfection and vitality. They handle very few fancy seed, but aim specially to produce such as are best adapted to the Southern climate.

The large and substantial patronage enjoyed by dealers in this line, in this city, is sufficient proof that they conduct the business upon the most correct principles. To build up and retain the trade of our truckers from year to year requires the most conscientious, earnest watchfulness, upon the dealer's part, for the purity and reliability of his goods, besides a thorough understanding of the most minute details of the business, even to planting, cultivating, gathering and handling when in stock.

# GEORGE TAIT, SEEDSMAN,

IMPORTER OF AND DEALER IN

ENGLISH, GERMAN, FRENCH, CANADIAN AND  
AMERICAN SEEDS,

No. 7 Market Square, (East Side), Norfolk, Va.

RAILROAD, STEAMBOAT AND MACHINIST  
SUPPLIES.

NORFOLK city, the centre of vast steamboat, railroad, milling, and rapidly increasing manufacturing interests, necessarily controls a trade in the business which heads this article, and where twelve years ago one firm ventured successfully upon an unoccupied field, three now flourish in the prosecution of a business worth thousands of dollars, and which extends to shipping, milling, etc., advantages, which, a few years ago, were not possessed by this market. Until the date when the first house began its operations, articles of themselves insignificant, but of vital importance to the harmonious action of some piece of machinery, could not be had here for five and often ten times the price charged for them now, and even if such articles were to be had at prices now looked upon as extortionate, they had to go through different processes upon a blacksmith's anvil before the required sizes or shapes could be obtained. Delays and difficulties of this kind rendered the market poor and unsatisfactory to those who were dependent upon it for supplies. Advanced mechanics and close competition have, however, remedied these evils, and we can in safety assert that of either of the three firms here represented, goods in their line of any desired quality, quantity, design or description can be bought as cheaply as at any other point on the Atlantic Coast. Mill supplies, used so extensively in Eastern Virginia and North Carolina, are nearly all drawn from Norfolk, and from the ponderous engine to the tiniest band saw, or from the rope capable of sustaining tons of weight to the most delicate thread, the stocks of the city are completely furnished.

The business has been developed by the most determined and intelligent efforts until its volume has become great. Practical men have it in charge and its growth will always be commensurate with the demands of its dependent interests.

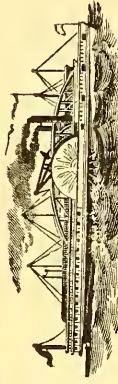
# JAMES M. BUTT,

(Successor to FORBES & BUTT.)

Manufacturers' Agent, Importer and Dealer in

# RAILROAD, STEAMBOAT,

MILL AND MACHINIST SUPPLIES,



RAILROAD SUPPLIES.

STEAMBOAT SUPPLIES.

Foreign and Domestic Hardware and Mechanics' Tools, Gum Belting, Packing and Hose, Lace Leather, Oils and Waste, Brass, Globe, Angle and Check Valves, Gauge and Steam Cocks, Steam and

Water Gauges, Whistles, Lanterns, etc.; Wrought Iron Pipes for Gas,

Steam and Water, and fittings for same.

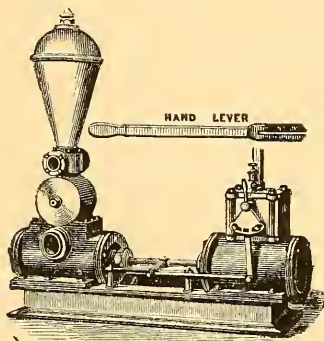
**BOLTS, NUTS, WASHERS, AND TOOLS OF ALL KINDS. AGENT FOR STEAM AND FORCE PUMPS.**

PURE OAK TANNED LEATHER BELTING, EVERY PIECE WARRANTED, PORTABLE STEAM ENGINES AND BOILERS,  
AND SUPERIOR BOX AND SHINGLE MACHINERY, Etc., Etc., Etc.

Store: No. 5 Market Square, NORFOLK, VA.

E. V. WHITE,  
CHAS. SCHROEDER. }{ Consulting and  
Marine Engineers.**E. V. WHITE & CO.**

MANUFACTURERS' AGENTS,

**RAILROAD, STEAMBOAT & MILL SUPPLIES,****IRON, STEEL, OILS. PAINTS & CORDAGE,**STEAM ENGINES, BOILERS, TOOLS and MACHINERY, BELTING, PACKING, LACE LEATHER,  
COPPER RIVETS AND BURS, GUM AND LEATHER HOSE,  
WROUGHT IRON PIPE AND FITTINGS.GLOBE VALVES, STEAM COCKS, WHISTLES, OIL CUPS, WASTE, FILES, LAMPS, LANTERNS  
WHITE AND RED LEADS, BOLTS, NUTS AND WASHERS.**Manilla & Tarred Rigging, Cordage, Tar,***Pitch, Rosin, Oakum and Turpentine,***SHIP'S BLOCKS,****LARD AND SIGNAL OILS, PAINTS,**

Paint Oils and Paint Brushes,

**LANTERNS, SIDE AND BOW LIGHTS, &C.****No. 12 COMMERCIAL ROW,**

(NEAR FERRY WHARF,)

**NORFOLK, VA.**

GUM AND LEATHER BELTING, PACKING, WASTE, &C.

**MAYER & CO.**

Engineers' & Machinists' Supplies,

TOOLS AND MACHINERY OF ALL KINDS.

*No. 118 WATER STREET, NORFOLK, VA.*

IRON PIPE, ELBOWS, TEES, UNIONS, &c., GLOBE VALVES, STEAM COCKS,

WHISTLES, OIL CUPS, WASTE, FILES, LAMPS, LANTERNS,

WHITE AND RED LEADS,

OILS, BOLTS, NUTS AND WASHERS,

IRON, STEEL,

PAINTS AND CORDAGE,

STEAM GAUGES TESTED AND WARRANTED.

HARDWARE!

PURE OILS A SPECIALTY.

**MAYER & CO.,**

MANUFACTURERS' AGENTS,

Railroad, Steamboat, and Mill Supplies,

118 WATER STREET, NORFOLK, VA.

STEAM FORCE PUMPS, SAW GUMMING MACHINES, CIRCULAR SAWS,

SWAGES, FILES, EMORY WHEELS, RAW HIDE AND OIL

TANNED LACE LEATHER, &c., &c.

Lard, Cylinder, Machinery and Lubricating Oils.

AXLE GREASE AND TALLOW,

SPUN YARN, OAKUM, MANILLA ROPE,

RAFTING CHAINS, WITH RINGS AND TOGGLES.

## WINES AND LIQUORS.

AT no period has the wholesale wine and liquor trade of Norfolk been in better condition than at present. Always large, it has received an impetus in sympathy with other wonderfully growing trades of the city, and while a few years ago only a limited business was done in a limited field, to-day our firms make shipments to the far South and Southwest; indeed, in the Northern States many Norfolk brands of liquors are in demand. Virginia, North Carolina, South Carolina and Georgia have proved excellent markets for our goods, and dealers have not been backward in successfully occupying the field, in competition with dealers of other cities. The purest and richest French, German and native wines, fermented liquors, Bourbon and corn whiskies of the great West are kept in stock, as are also many fancy liquors, of late so popular with those who "smile." The total sales for 1880 amounted to within a fraction of \$500,000, divided between firms with a consolidated capital of \$125,000.

The retail trade of the city is large, too, the annual sales reaching fully \$500,000. German habits and customs, now so common among our people, have succeeded in revolutionizing the retail trade. Light wines, beer, ale, or similar refreshing beverages are now drunk to the partial exclusion of stronger liquors. The retail wine and liquor stores of the city are supplied with every description of goods, those of every climate, quality or vintage, and the most cultivated palate can be suited.

# W. F. ALLEN,

## WHOLESALE

# LIQUOR MERCHANT,

## *AND DISTILLERS' AGENT,*

### 90 Water Street, NORFOLK, VA.

#### DEALER IN

Old Corn, Antler, Gaff's Star, Imperial Wedding.  
Auroro and Gaff's WHISKIES.



## RUM, GIN AND BRANDIES.

### ORDERS SOLICITED.

**JOSEPH KLEPPER,**  
**Rhine Wine Rooms,**  
 ORCHESTRION  BILLIARD HALLS,

SUMMER  GARDEN,

143 and 145 Church Street, Nearly opp. Opera House,  
**NORFOLK, VA.**

 Lunch Rooms contain all kinds of American and German delicacies. 

**FINE OLD LIQUORS, PRIME LAGER BEER.**

Orchestrion Concerts every night, and Instrumental Concerts at intervals through the week.

The Entire premises have just been renovated for the Spring and Summer seasons, and the Main and Billiard Halls beautifully frescoed.

**A FIRST-CLASS PLACE IN EVERY PARTICULAR.**

**H. R. WOODIS,**  
 DEALER IN  
**Fine Wines, Liquors and Cigars,**  
 CONDIMENTS. &C.,  
 No. 8 BANK STREET, NORFOLK, VA.

**JOHN VERMILLION,**  
 IMPORTER OF  
**Wines, Cigars, Porter, Ale, &c.,**  
 No. 4 ATLANTIC HOTEL, NORFOLK, VA.

**SAW MILLS.**

**D**URING the last eight years extensive improvements and additions have been made to the milling interests of Norfolk. The towering smoke-stacks and great spread of lumber are features that greet us as we look around the shores of our harbor and along the streams directly tributary to the Elizabeth river. Up the two canals, along the sounds



and rivers of North Carolina, adjacent to the lines of railroads centering here, are situated some of the largest saw-mills in the country, and through them Norfolk enjoys a trade in lumber which last year amounted to 100,000,000 feet, being about double the quantity marketed in 1878. The finest milling machinery to be found anywhere is in operation in these mills, and one mill here is said to contain the finest and most improved appliances for expeditious sawing and handling to be found in any Southern State.

The six largest firms doing business in or near Norfolk have an approximated capital of \$400,000, and their establishments turn out about 40,000,000 feet of boards, joist, scantling and heavy timber per annum. Yellow pine, Cypress and Poplar are the principal kinds of wood manipulated. Most of the shipments made from here, or bills cut to order, are for Northern and Eastern markets. The quantity of lumber annually brought through the Albemarle and Chesapeake and Dismal Swamp canals increases each succeeding year, and now constitutes the bulk of our business in this line. Through the A. & C. Canal alone 58,178,803 feet were received here during the fiscal year ending September 30th, 1880, being an increase in ten years of 46,054,216 feet. The total value of manufactured lumber handled by our mills in 1880 has been put at \$1,000,000.

---

## J. L. CARMAN & CO.

MANUFACTURERS OF

YELLOW PINE

# Lumber and Timber,

RAILROAD SUPPLIES AND LONG TIMBER,

A SPECIALTY.

---

Capacity of Mill 6,500,000 feet per Annum.

OFFICES:

120 Liberty Street, N. Y., and Norfolk, Va.

MILL, ATLANTIC CITY, Virginia.

S. Q. COLLINS.

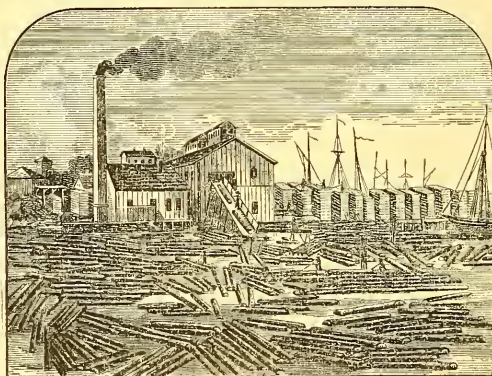
J. B. LeKIES.

**LeKIES & COLLINS,**

MANUFACTURERS OF

VIRGINIA AND NORTH CAROLINA

YELLOW PINE

**LUMBER,****FRUIT AND VEGETABLE  
CRATES,****MANISTEE MILLS,**

NORFOLK, VA.

SPECIAL ATTENTION PAID TO ALL ORDERS FOR

**VIRGINIA AND NORTH CAROLINA  
YELLOW PINE.**

# BOOTH, CARMAN & CO., Gang and Circular Saw Mills,

MANUFACTURERS OF  
**Yellow Pine Timber & Lumber,**  
LATHS, BED SLABS, Etc.

## PLANING MILLS.

Orders for Domestic or Export Cargoes Cut at Short Notice.

Special Attention is called to our DRYING HOUSES and facilities  
for Seasoning Lumber.

ANNUAL CAPACITY OF MILL, 6,500,000 FEET.

Offices, 120 Liberty Street, New York,  
Norfolk, Va., Bergen Point, N. J.

MILL, BERKLEY, VIRGINIA.

## STEAM BAKERIES.

IN the manufacture and sale of such articles as are usually produced by bakeries, Norfolk occupies an excellent and by no means small territory, which contains a trade of the safest and most desirable character. We have in the city seven good bakeries, but only one that is operated by steam upon a large scale, or whose manufactures find distant sale. The smaller establishments are, however, well sustained by the local retail trade, and the general consumption of their goods by our citizens is conclusive evidence that they merit appreciation. Our wholesale grocers and commission houses are the largest handlers of Norfolk made goods, in fact, the instances are very rare where staple articles of this kind, manufactured in other cities, are offered by them in competition with those of Norfolk make. Fancy cakes, crackers, etc., are shipped from here over the entire South, and they may be found upon the shelves of many stores in foreign ports. The marine trade in this line is also very large, especially since our goods are adapted to use upon salt water, and retain their freshness and flavor when exposed to atmospheric changes. Another feature of this business, and one that commends it to the favor of all who advocate home patronage, is that all the raw materials, such as flour, molasses, sugars and others, used in the business, are bought from dealers in Norfolk, and this reciprocity of trade conduces to the material advancement of each. In 1880 the trade, both wholesale and retail, in this line amounted to nearly \$300,000, and the indications are that the present year's business will yield a very satisfactory increase.

JAMES REID.

W. T. NIMMO.

C. C. REID.

# NORFOLK STEAM BAKERY,

ESTABLISHED 1856.

---

## JAMES REID & CO.,

Manufacturers of all kinds of Superior Excelsior

### American Biscuits,

BREAD, CAKES, CRACKERS, &c.

No. 87 Main Street,  
NORFOLK, VIRGINIA.

Factory, Holt's Lane and Elizabeth Street.

---

N. B.—Parties ordering their Goods through their COMMISSION MERCHANTS, will get them at FACTORY PRICES.

## PEANUTS.

NOTWITHSTANDING the Peanut business may to some appear small, it is, nevertheless, one of the many branches of trade in all parts. Every village, town and city in the country annually consumes this delicious little ground nut, and the increase in crops is solely in response to the increased demands of consumers. The peanut season commences in September, but the crop is not harvested until October, except in Virginia, where the season opens earlier. This State supplies about sixty per centum of the American consumption, and Tennessee about thirty-five. In 1880 Tennessee produced 750,000 bushels, North Carolina 120,000, and Virginia 1,350,000 bushels, the latter States furnishing Northern and Northwestern markets, while the other States ship principally to the West. The entire crop of the United States for 1880 was valued at \$2,150,000.

The counties of Prince George, Sussex, Surry, Southampton, Isle of Wight and Nansemond, in this State, are the greatest producers, but the cultivation of peanuts has extended over to the Peninsula counties, and where last year Warwick was the only county that raised to any extent, Elizabeth City and York are now competing with Warwick, and the counties of Mathews and Gloucester have commenced to grow them in small lots; some few are also raised in Norfolk and Princess Anne counties. Out of a Virginia crop of 1,350,000 bushels Norfolk handled last season over 1,000,000 bushels. The average price was about  $4\frac{1}{2}$  cents per pound, or 99 cents per bushel, there being twenty-two pounds to the bushel. These would realize about \$1,000,000 to Norfolk from its peanut trade alone. The following is a comparative statement of crops by year for Virginia from 1867 to 1880, inclusive:

|      |                 |      |                  |
|------|-----------------|------|------------------|
| 1867 | 75,000 bushels. | 1874 | 350,000 bushels. |
| 1868 | 150,000 "       | 1875 | 450,000 "        |
| 1869 | 424,000 "       | 1876 | 780,000 "        |
| 1870 | 270,000 "       | 1877 | 405,000 "        |
| 1871 | 195,450 "       | 1878 | 875,000 "        |
| 1872 | 324,000 "       | 1879 | 1,000,000 "      |
| 1873 | 225,000 "       | 1880 | 1,350,000 "      |

The Virginia nut is preferred to all others, and readily sells for from one to one and a half cents per pound more than the Tennessee or Carolina nut. The low price that the Virginia nut now brings is due to the competition with the inferior grades raised in Georgia and Tennessee, for it matters not how low our grades are offered, holders of the Tennessee and North Carolina stock continue to drop or cut in prices. However, the time is coming when the competition with inferior goods being over, our growers will be enabled to reap remunerative prices.

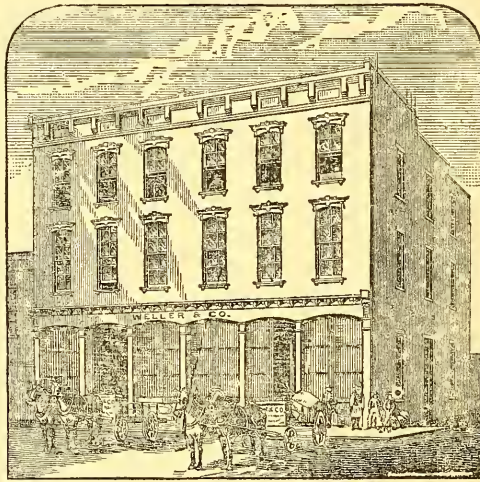
In connection with the general handling of peanuts, there are in Norfolk three large factories for cleaning and sorting the nuts into different grades, from the largest, with polished hulls, to the worthless mixture of broken hulls and dirt.

B. F. WALTERS.

JAMES MONTGOMERY.

T. A. WALTERS.

**WELLER & CO.,**  
 WHOLESALE DEALERS AND PROPRIETORS OF THE  
**STANDARD**  
**COCK, SHIP AND EAGLE**  
 BRANDS OF



Virginia Hand-Picked  
**PEANUTS,**  
 Cor. Water and Fayette Sts.,  
**NORFOLK, VA.**

ORDERS AND CORRESPONDENCE SOLICITED.

REFERENCE, BURRUSS, SON & CO., BANKERS, NORFOLK.

## WHOLESALE BOOTS AND SHOES

---

§ SOUTHERN and Southwestern buyers have begun to realize the fact that prices here are in many instances identical with those at the factories, and often less, as our dealers buy in large quantities and when the market is dull, while the smaller dealer or the dealer further South, does not make his purchases until the season has fully opened, and then in smaller quantities. Thus it is that Norfolk Boot and Shoe Houses obtain all the advantages offered by an advanced market, and can afford to extend more liberal terms to those who buy later and in smaller lots. We have here several wholesale houses, requiring a combined capital of nearly three hundred thousand dollars to conduct them. This amount is in continual activity, and manipulated by men of broad business ideas and sterling integrity—men who are intimately acquainted with the wants of the trade and thoroughly understand their business in its most minute details. Their annual sales are large, and through the agency of a competent corps of traveling salesmen, many thousands of dollars worth of goods are bought by merchants in the South who rarely if ever visit the market.

While Norfolk's principal trade does not extend beyond the Carolinas, through this one branch her reputation has far exceeded the limits marked out by less enterprising and energetic dealers.

Bills bought here are guaranteed duplicates of regular Northern prices, and dealers are cordially invited to satisfy themselves by a personal examination.

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## SMITH N. BRICKHOUSE & CO.

WHOLESALE

# Boots and Shoes,

Cor. Water and Commerce Streets,

NORFOLK, VA.

---

SALESMEN :

JOHN W. OLD.

T. M. SAUNDERS,  
FRED FLETCHER.

THOMAS OLD,

## COAL AND WOOD YARDS.

---

THE great piles of coal seen towering above the limits of the many bins in the coal yards of this city, must impress observers with the fact that its handling requires the employment of a great many people and a large amount of money. All along the water front these yards are located, and vessels are loaded or discharged at very small cost and with little trouble. The immense coal beds situated along the Chesapeake and Ohio Railroad, supply a greater part of the demands of this market, while Maryland and Pennsylvania furnish an immense amount. The great ocean steamers leaving this port carry with them well filled bunkers from our yards, and daily shipments are made to consumers and dealers in Virginia and North Carolina, at points upon streams tributary to the Elizabeth river and the sounds. The seven largest firms in the coal trade do an annual business of \$500,000 in coals alone, to say nothing of the sales of wood, which many of them handle in quantities, exclusive of business done by the eleven wood yards. The estimated capital employed by these houses is placed at the modest sum of \$100,000. During the Winter season, when this business is at its height, our wood wharves present a most animated appearance, the docks being filled with loaded lighters and the street with venders anxious for a customer. Machinery for cutting and splitting is to be found in nearly all the yards, and from their continual motion it may be safely concluded that business is good.

### **McBLAIR & CO.,**

Wholesale and Retail Dealers in all kinds of

## **Egg, Stove, Chestnut, Foundry,**

AND

### **BLACKSMITH COAL,**

Office and Yard, Myers' Wharf, (next to County Ferry,)

PORTSMOUTH, VA.

---

HAVING INCREASED OUR FACILITIES AND AREA, WE ARE PREPARED  
TO FILL ORDERS FOR ANY QUANTITIES.

SHIPMENTS MADE PROMPTLY AND GOOD COAL AND WEIGHT  
GUARANTEED.

OFFICE CONNECTED BY TELEPHONE.



THOS. J. NOTTINGHAM.

WM. A. WRENN.

**NOTTINGHAM & WRENN,**

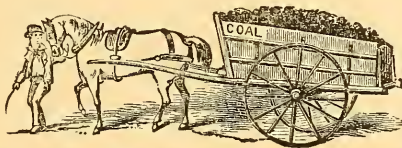
Wholesale and Retail Dealers in

**Ice, Coal and Wood,**Nottingham and Wrenn's Wharf, <sup>ATLANTIC</sup><sub>CITY,</sub>

And Nos. 6 and 7 Campbell's Wharf,

**NORFOLK, VIRGINIA.****FOR OUR ICE BUSINESS**

we have storage capacity for 4,000 Tons. Keep constantly on hand a very large stock of best MAINE ICE and have cargoes arriving throughout the year. Special inducements offered to the **WHOLESALE TRADE.**

**ICE,****COAL****AND****WOOD.****OUR COAL YARD**

is always supplied with complete stocks of free-burning **RED** and **WHITE ASH COALS**, of all sizes, also with the best **GEORGE'S CREEK CUMBERLAND COAL**, all of which is sold in any quantity desired.

**OUR WOOD BUSINESS**

is confined to Retail. We offer best **OAK AND PINE WOOD** Sawed and Delivered to any part of the City.

Having extensive Wharf Property and ample room for every Branch of our Business, we can confidently offer our services to the Public, at Home and Abroad. We guarantee **Lowest Market Prices** and satisfaction in every respect. Our facilities are unsurpassed.

**NOTTINGHAM & WRENN.**

## NORFOLK'S EXPORT TRADE.

THE export trade of Norfolk, which forms the opening subject of this year's review, its astonishing growth, the many vicissitudes through which it has successfully passed, its present permanency, its great importance to the commercial welfare of the city, and its effect upon the money market, or its own collateral branches, furnishes such an interesting array of facts that the most enthusiastic writer could not but find in it a pleasant theme, upon which the most elaborate and interesting articles may be based. The press of the city and State has from time to time kept our people conversant with its progress, and even then the causes that have conduced to its growth have been overlooked in the haste to ascertain their results.

The table of exports by articles, to date, commencing with the year 1865, illustrates all the variations in the value of articles shipped direct since that year, as recorded at the Custom House. It will be noticed that in 1865 the exports were valued at \$11,538, of which \$11,163 were staves, and that no cotton was shipped that year; that in 1866 assorted cargoes went out to the value of \$413,405, of which amount \$119,023 was cotton, the first lot exported in the steamer Ephesus, subsequently wrecked on the coast of Newfoundland.

From this date forward every effort was made to establish direct trade with Europe, with varying success, until in 1874, when nearly 50,000 bales of cotton were shipped to Liverpool and the cotton began to come in from the South in such quantities as to justify reasonable hopes of its ultimate establishment. From \$119,023 in 1866, the value of cotton exported in 1880 amounted to \$17,508,724, and the total exports from \$413,405 to the enormous sum of \$18,095,158.

These figures must remove all doubt, if any exists, in the minds of our people, as to the importance of the direct trade of Norfolk.

Two compress machines, the Seaboard, owned by Messrs. Reynolds Brothers, and one operated by the Virginia Compress Company, reduce the size of bales nearly two-thirds, and during the busy season their fires are kept up day and night. The erection of more machines will undoubtedly take place before another season opens, and when they are completed there will yet be business enough for more.

Wharf facilities, already great, last season proved inadequate to the demand, vessels being compelled to lie out in the stream until berths could be obtained for them. This obstacle will also be partially removed by another season, and many new wharves are already under construction. When the Chesapeake and Ohio Railroad has been built to Newport News, the elevators and wharves of the Norfolk and Western (late Atlantic, Mississippi and Ohio) Railroad completed, the grain exports will no doubt figure conspicuously in the annual list of articles and swell the footings of each year's table of figures.

The attention of stock raisers in West Virginia has been drawn to the superior facilities offered them for the safe and cheap shipment of cattle

through Norfolk, and last year, head cattle valued at \$117,100 were billed direct to Liverpool, with the most encouraging results.

The following tables show the vessels, tonnage, &c., cleared from this port in 1879 and '80, their destinations, nationality, value of cargoes, &c.; bales of cotton exported direct from season of 1865 and '6 to March 31st, 1881, and also articles, value and total footings from January 1st, 1865, to December 31st, 1880, as accurately compiled from the official records of the Custom House :

*Exports of Cotton by Bales for 16 Years, from September 1st to August 31st, each Year :*

| SEASONS. | BALES. | SEASONS.                     | BALES.   |
|----------|--------|------------------------------|----------|
| 1865-'6  | 733    | 1874-'5                      | 67,212   |
| 1866-'7  | 14,168 | 1875-'6                      | 108,683  |
| 1867-'8  | 8,279  | 1876-'7                      | 116,855  |
| 1868-'9  | 7,527  | 1877-'8                      | 159,357  |
| 1869-'70 | 4,745  | 1878-'9                      | 203,536  |
| 1870-'1  | 5,142  | 1879-'80                     | 257,065  |
| 1871-'2  | 4,687  | 1880-'1                      |          |
| 1872-'3  | 8,282  | September 1st, '80, to March |          |
| 1873-'4  | 20,346 | 31, '81, (7 months)          | 286, 621 |

*Statement of the Number and Class of Vessels which Cleared for Foreign Ports during the Calendar Year 1880, with their Tonnage and Value of Cargoes :*

| CLASS             | No.        | TONNAGE.       | VAL. CARGOES.       |
|-------------------|------------|----------------|---------------------|
| Steamships .....  | 38         | 63,936         | \$7,960,476         |
| Ships .....       | 28         | 36,961         | 6,477,629           |
| Barks.....        | 32         | 23,407         | 3,135,362           |
| Barkentines.....  | 1          | 197            | 6,800               |
| Brigs .....       | 12         | 4,738          | 416,277             |
| Schooners.....    | 20         | 7,710          | 99,614              |
| <b>Total.....</b> | <b>131</b> | <b>136,949</b> | <b>\$18,095,158</b> |

The aggregate tonnage of foreign-bound vessels during the calendar year 1879 was 112,485 tons, which shows a balance in favor of the calendar year 1880 of 24,464 tons.

*Destinations.*—Liverpool, 78; Barbadoes, 11; Jamaica, 8; Demerara, 6; Hamburg, 3; Bremerhaven, 3; Reval, 3; Amsterdam, 2; Havre, 2; Rouen, 2; Cat Island, 2; Cork, 2; Marsala, 2; Martinique, 1; St. Thomas, 1; Bilboa, 1; Nassau, 1; Costa Rica, 1; St. Pierre, 1; Port Simon, 1.

*Nationalities.*—British, 75; American, 35; Spanish, 8; Norwegian, 7; German, 2; Dutch, 1; Austrian, 1; Russian, 1; Italian, 1.

### COASTWISE TRADE.

*A Comparative Statement of the Coastwise Entrances and Clearances for the Calendar Years Ending December 31st, 1879 and 1880 :*

#### ENTRANCES.

| YEAR.                | NO. OF VESSELS. | TONNAGE.  |
|----------------------|-----------------|-----------|
| 1880 .....           | 1,305           | 1,220,229 |
| 1879.....            | 1,068           | 973,459   |
| In favor of '80..... | 237             | 246,734   |

#### CLEARANCES.

| YEAR.                 | NO. OF VESSELS. | TONNAGE.  |
|-----------------------|-----------------|-----------|
| 1880.....             | 1,000           | 1,040,083 |
| 1879.....             | 1,020           | 1,018,699 |
| In favor of '79.....  | 20              |           |
| In favor of '80 ..... |                 | 21,414    |

# DIRECT EXPORTS BY ARTICLES.

FROM JANUARY 1ST, 1865, TO DECEMBER 31ST, 1880, INCLUSIVE.

| Articles.      | 1880.        | 1879.        | 1878.           | 1877.          | 1876.          | 1875.          | 1874.       | 1873.       | 1872.     | 1871.     | 1870.     | 1869.       | 1868.       | 1867.       | 1866.     | 1865.    |
|----------------|--------------|--------------|-----------------|----------------|----------------|----------------|-------------|-------------|-----------|-----------|-----------|-------------|-------------|-------------|-----------|----------|
| Cotton.....    | \$17,508,724 | \$11,778,181 | \$9,433,768 00  | \$5,470,592 91 | \$7,330,035 00 | \$5,634,022 00 | \$8,230,736 | \$712,477   | \$493,320 | \$231,819 | \$675,876 | \$882,949   | \$938,223   | \$1,580,655 | \$119,023 | .....    |
| Staves.....    | 167,960      | 198,909      | 298,749 21      | 395,373 36     | 234,127 00     | 465,446        | 373,183     | 368,358     | 411,638   | 325,876   | 186,874   | 209,293     | 376,089     | 229,540     | 164,140   | \$11,163 |
| Corn.....      | 122,106      | 116,395      | 142,441 00      | 246,426 00     | 185,089 00     | 111,800        | 7,327       | 46,283      | 64,216    | 37,665    | 700       | 70,906      | 149,069     | 70,973      | 1,438     | .....    |
| Head Cattle... | 117,100      | 67,350       | .....           | .....          | .....          | .....          | .....       | .....       | .....     | .....     | .....     | .....       | .....       | .....       | .....     | .....    |
| Timber.....    | 81,375       | 45,860       | 48,000 00       | 47,769 00      | .....          | .....          | .....       | .....       | .....     | .....     | .....     | .....       | .....       | .....       | .....     | .....    |
| Manganese...   | 55,141       | 17,724       | 12,000 00       | .....          | .....          | .....          | .....       | .....       | .....     | .....     | .....     | .....       | .....       | .....       | .....     | .....    |
| Shingles.....  | 1,950        | 2,343        | 8,538 75        | 7,114 12       | 592 00         | 6,755          | 5,669       | 6,202       | 14,983    | 14,737    | 2,610     | 8,768       | 11,314      | 5,136       | 9,183     | .....    |
| Flour.....     | 658          | 9,652        | 7,989 00        | 9,035 00       | 8,319 00       | 18,708         | 7,400       | 3,688       | 5,028     | 3,822     | 1,188     | 26,115      | 9,671       | 11,312      | 2,606     | .....    |
| Rosin.....     | 4,776        | 10,459       | 5,685 00        | 2,994 00       | 851 00         | 2,940          | 7,185       | 4,620       | 5,658     | 2,000     | 7,486     | 19,978      | 54,558      | 20,563      | 10,137    | .....    |
| Treenails...   | .....        | .....        | 5,432 00        | 5,083 00       | 9,695 00       | 12,671         | 4,172       | 470         | .....     | .....     | 676       | .....       | .....       | .....       | .....     | .....    |
| Pork.....      | 333          | .....        | 3,500 00        | 13,915 00      | 11,600 00      | 165            | .....       | .....       | 604       | 255       | 1,025     | .....       | .....       | 906         | 566       | .....    |
| Sheep.....     | .....        | 1,000        | 3,285 50        | .....          | .....          | .....          | .....       | .....       | .....     | .....     | .....     | .....       | .....       | .....       | .....     | .....    |
| Tobacco.....   | .....        | 2,200        | 300 40          | 62,399 77      | 7,903 00       | 523            | 13,779      | 80,421      | 60        | 575       | .....     | 32,707      | 178,989     | 537,742     | 54,790    | .....    |
| Miscellaneous  | 29,835       | 47,152       | 6,556 75        | 18,291 27      | 35,067 50      | 54,499         | 49,617      | 35,291      | 39,613    | 13,688    | 29,974    | 56,730      | 20,748      | 51,963      | 25,642    | 375      |
| Total.....     | \$18,035,158 | \$12,300,376 | \$10,028,965 61 | \$6,278,933 43 | \$7,823,218 50 | \$6,444,919    | \$3,708,058 | \$1,258,120 | \$975,720 | \$730,377 | \$898,469 | \$1,315,549 | \$1,739,149 | \$2,514,110 | \$413,465 | \$11,538 |
| Tonnage.....   | 136,949      | 112,485      | 86,273          | 62,093         | 65,921         | 52,211         | 48,127      | 30,598      | 20,000    | 10,398    | 12,530    | .....       | .....       | .....       | .....     | .....    |

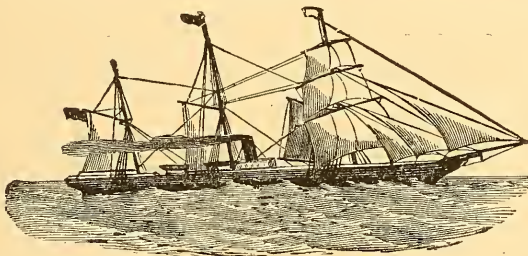
TOTAL EXPORTS—1865-1880—16 YEARS—\$74,536,665.54.

WILLIAM LAMB & CO.,  
**Ship and Steamship Agents,**  
 AND  
 GENERAL COMMISSION MERCHANTS,  
**NORFOLK, VA.**

*BRANCH OFFICE, FORT MONROE, HAMPTON ROADS.*

**VICE CONSULATES OF GERMANY, SWEDEN AND NORWAY.**

(We use SCOTT'S CODE, edition of 1878, and ANGLO-AMERICAN STEAMSHIP CABLE CODE.)



**AGENTS OF**

**ALLAN and NORTH GERMAN LLOYDS Steamship Lines.**

Issuing Through Bills of Lading from Norfolk to  
 LIVERPOOL, BREMEN, AND OTHER EUROPEAN PORTS.

**GENERAL AGENTS**

**"LIVERPOOL, MEMPHIS AND NORFOLK STEAMSHIP LINE."**

Consignment of First-class Freight Steamers solicited, to load upon this Line. Ships chartered from all ports of the United States.

**COALING DEPOT.**

Steamships consigned to us supplied with the best Steam Coals, and quick dispatch in harbor or at Quarantine Station at lowest rates.

**DISTRESSED VESSELS.**—Consignments of distressed vessels solicited and satisfaction guaranteed.

**REYNOLDS BROTHERS,**

**General Merchants,**

AND SHIPPERS OF

Cotton, Grain  Naval Stores,

AND

**Importers of Liverpool Salt,**

ALSO AGENTS OF

**SOUTH ATLANTIC STEAMSHIP LINE  
TO LIVERPOOL.**

Vice Consulates of GREAT BRITAIN,  
NETHERLANDS, and  
BRAZIL.

Agents for LLOYD'S, LIVERPOOL,  
GLASGOW, ITALIAN, DUTCH,  
FRENCH and AUSTRIAN  
UNDERWRITERS.

**MYERS & CO.,**

(ESTABLISHED 1786.)

**Steamship Agents, Ship Brokers,**

AND

**GENERAL COMMISSION MERCHANTS,**

**NORFOLK, VA.**

OFFICES, NORFOLK CITY AND HAMPTON ROADS, VA.

Cable Address, "MYERS," Norfolk.

**JOHNSTON & BRO.,**  
**Ship Brokers and Agents,**  
 No. 76 WATER STREET, UP STAIRS,  
 P. O. Box, 577. NORFOLK, VA.

VESSELS FURNISHED PROMPTLY FOR ALL CARGOES.

**BUILDERS' MATERIAL.**

So great has been the advances in this department of trade that the humblest and cheapest dwellings in the city, built during the past few years, far surpass in durability, comfort and ornamentation, many costly edifices of former times. While the character of these buildings has improved, the cost of building has been considerably decreased. The quality of the bricks manufactured around Norfolk is good, and the competing yards being numerous, prices have been brought down to their lowest. Fine pressed bricks for fronts are obtained from Philadelphia and Baltimore, Norfolk yards making only rough work.

Dealers in building material in the city occupy large warehouses, some of the largest in the city, and their stocks of finishing Limes, Cement, Plaster, Laths, Press, Cornice, Paving and Building Bricks, are large.

Surrounded by saw mills, Norfolk is an excellent market for Sash, Doors, Blinds, Mouldings, Brackets, &c. Millions of feet of building material of home manufacture find ready purchasers, the quality of the material being good, at regular figures. Contractors find ample stocks for regular goods, and every facility for the prompt execution of their orders at the mills in and around the city.

**JOHN O. GAMAGE,**

100 & 102 WATER STREET, NORFOLK, VA.  
 RECEIVER AND SHIPPER OF ALL KINDS

**BUILDING AND FINISHING LIMES,**  
**SHELL LIMES,**

Portland, Roman, Keene's and Rosendale Cement,  
 CALCINE, DENTAL, CASTING AND LAND PLASTER,

Marble Dust, Coal Dust, Laths, Fire Clay.

**PRESS, ANGLE, CORNICE, FIRE, PAVING AND BUILDING BRICKS,**  
 TAR, ROSIN, SLATES, &c.

Special Rates in Freights and Prices for wholesale lots.

**FERTILIZERS.**

IN the older sections of the country, where the land has been continually cropped until it has become exhausted, the application of fertilizers is necessary to restore its productiveness. Our lands must be generously fed if we would reap bountiful harvests in return for the labor

in their cultivation. The necessity of this course is so imperative that its observance will often afford an index to the standing of the farmer, and he who is most liberal and judicious in the use of fertilizers will always be declared the most successful. A thorough knowledge of the wants of land, of those elements necessary to the particular crop in cultivation, but which are lacking, is of vital importance to the farmer when using chemical fertilizers, as also is a thorough acquaintance with the different brands in the market a matter of direct pecuniary moment, as many farmers can testify to the disastrous results following the use of recently-introduced and untried brands, guaranteed by unscrupulous dealers to possess the most stupendous recuperative properties, as set forth in pamphlets full of the most flattering certificates from farmers in the North and West, whose existence began and ended in the manufacturers' fertile imagination. Impositions in fertilizers can easily be avoided by the most inexperienced farmer, if he will accept the experience of others, whose opinions are the result of long and varied experiments, and, after settling upon some particular fertilizer, obtain it only from a well-known, reliable and responsible dealer, one whose reputation and best interests demand the most absolute honesty and fair dealing on his part. The planter is very frequently at the mercy of the dealer, and the ease with which fertilizers may be adulterated with the most worthless substances, renders the trade peculiarly liable to gross impositions. It is a well-known fact that North Carolina and some parts of Virginia have been made successful cotton growing sections through the use of chemical fertilizers which force the plant to attain its growth, and the bulb its full development, at a much earlier season than they could possibly do without this scientific aid rendered the soil. Of late years the fertilizer dealers have turned their attention to preparing fertilizers from raw materials, and their success is best attested by the continually increasing patronage received from the largest truckers and planters around Norfolk and in Carolina.

Last year, for the first time, German Potash Salts were imported direct from Hamburg and unloaded on our wharves, for use in the manufacture of fertilizers at the factories in this city.

Progress in no business is more marked than in this, and dealers have been quick to extend the sphere of their operations by putting pure goods upon the market, willing to have them judged solely by their merits.

In the warehouses of Norfolk may be found Peruvian Guano, direct Government importation, Bone-Dust, Animal Matter, Dried Blood, Bone Black, Dissolved Bone, Fish Guano, Plaster, Kainit, Sulph. Ammonia, Nit. Soda, Sulph. Soda, Nit. or Sulph. Potash, in excellent mechanical condition, and all kinds of fertilizers of undoubted purity, calculated to recuperate impoverished soil, all of which are sold at prices identical with those of other markets, or consistent with sound business principles. Norfolk contains one incorporated company and two firms engaged in manufacturing fertilizers, and their goods are every day winning favor with Southern farmers, to the exclusion of other brands once considered high in the scale of excellence. The three establishments referred to are controlled by men of recognized worth, and with abundant means at hand, they are pushing the business to the very climax of success.



Freeman, Floyd, Mason & Dwyden,

Manufacturers of

Superior

Superior Phosphate

For Cotton and Tobacco, Early Trucks, Corn, Oats,

Peanuts, Etc., Etc.

Warrenton, Medford and Newport, Ore.

**CHARLES REID & SON,**  
**NORFOLK, VA.**

**Commission Merchants,**

AND DEALERS IN

**Staves, Treenails, Peruvian Guano**

AND

**STANDARD FERTILIZERS,**

AND MANUFACTURERS OF THE

“Farmers’ Favorite”  “Farmers’ Challenge”  
**GUANOS,**

**Compounds of Fish, Flesh, Blood and Bones.**

The three last named articles being obtained principally from the Slaughter Houses in and near the City. In many instances the action of these Fertilizers has been

**EQUAL TO THE BEST PERUVIAN.**

As testimonials in our possession will abundantly show.

We manufacture a

**MILD AGRICULTURAL LIME,**  
**NEW PROCESS. NOT BURNT.**

Unlike Burnt Lime, it does not interfere with the germination of Seed, or DISSIPATE the AMMONIA found in the soil, or formed from the ORGANIC MATTER it prepares for the plant, but utilizes it.

One Ton represents the bulk of about 3½ tons of Burnt Lime.

We keep constantly on hand

**No. 1 PERUVIAN GUANO,**  
**10 and 6 PER CENT.**

**Raw and Dissolved Bone, Kainit, Land Plaster,**

AND ARE AGENTS FOR THE SALE OF

**VULCANITE GUANO.**

# Upshur Guano Co.

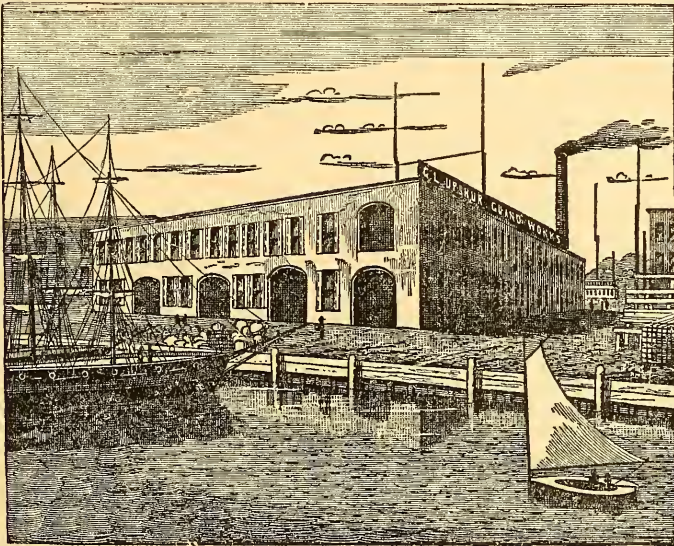
MANUFACTURERS OF

## FERTILIZERS,

AND DEALERS IN ALL KINDS OF

CHEMICALS AND MATERIALS

FOR MAKING FERTILIZERS!



No. 1 PERUVIAN GUANO, ANIMAL MATTER, DRIED BLOOD, BONE DUST,  
BONE BLACK, DISSOLVED BONE, FISH GUANO, PLASTER.

KAINIT, &c., &c., &c.

ALSO, SULPH. AMMONIA, NIT. SODA, SULPH. SODA, NIT. POTASH,  
SULPH. POTASH, &c., &c.

MANUFACTURERS OF THE

Peruvian Guano and Bone Dust Fertilizer!

**ALSO, ROYAL PHOSPHATE.**

Office and Warehouse, 154 and 156 Water Street,

**NORFOLK, VA.**

Factory, Bain's Wharf, Portsmouth.

## INSURANCE.

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THE great principles upon which the business of insurance is founded, should be familiar to all who are engaged in commercial or mercantile pursuits. It has become so intimately associated with every department of business since the year 1794, when the term "Underwriters" came into existence, that its claim to our consideration as one of the most beneficial and useful institutions in the civilized world, is fully conceded. A few years ago, companies were organized in every direction, many of them founded upon plans well calculated to secure the patronage and co-operation of the masses, but with little capital in their exchequers, and less practical judgment in their management. The great financial panics of late years have had a most salutary effect upon these institutions, and the majority of them have been forced to curtail their wild-cat operations or to abandon the field altogether. The more substantial companies, however, have not only held their own, but have become strengthened by the growth of years, enlarging their sphere of usefulness, and each year adding those elements which guarantee the most absolute safety to the insured. The merchant prince whose vast enterprises are entrusted to the management of other hands may now feel no alarm for their safety, or the humbler artisan entertain no dread that the all-consuming flame will cut off his hard-earned accumulations of years, or that his family will lose the protection of that friendly roof which the labor of his hands has provided, if he will only devote a small stipend to the perpetuation of a policy of insurance. Men whose extravagant style of living or large dependences prevent their laying up annually a sum sufficient for all contingencies, can provide for their families and loved ones through the medium of life insurance.

No thoughtful man of business will omit the item of insurance from his list of necessary expenses, and those who are possessed of capital insufficient for both the conduct of their business, and the payment of premiums upon the insurance of that business, directly jeopardizes the interests of all who may at any time become his creditors. As we have before stated, the insurance companies with agencies here, have always been prompt in discharging their obligations, and rarely indeed does it require the intervention of our Courts to obtain just and equitable settlements between policy holders and the companies. The recent organization of a local Board of Underwriters will, we hope, conduce to the interests of all the companies represented, by securing uniform rates in different branches of insurance, harmonizing all conflicting interests by establishing equitable competitive ground for all the agencies.

---

**A. M. VAUGHAN & SON,**  
**General Insurance Agents and Brokers,**  
**No. 96 MAIN STREET.**

We furnish the best Foreign and Domestic Insurance, Fire, Life, and Marine, at current rates.

# Liverpool and London and Globe INSURANCE COMPANY.

TOTAL ASSETS: \$32,000,000 GOLD.

CHICAGO LOSSES, - (1871) \$3,239,091.00  
 BOSTON LOSSES, - (1872) \$1,429,729.00  
 ST. JOHN'S, N. B., LOSSES, (1876) \$465,151.00

PAID PROMPTLY AND WITHOUT USUAL DISCOUNT!

Deposited at the State Capitol \$50,000, U. S. Bonds, for the Special Security of Virginia Policy Holders.

Invested in Real Estate in the City of Richmond, \$31,000.

The only Foreign Fire Insurance Company doing business in Virginia that has invested money in the State.

**GEO. W. DEY & SON, Agents,**

OFFICE,

117 MAIN STREET,  
 NORFOLK, VA.

JAMES L. CORLEY,

*Fire, Life and Marine Insurance Agent,*

128 MAIN STREET, NORFOLK, VA.

REPRESENTS

The Connecticut Fire Insurance Co.  
 The Watertown Fire Insurance Co.  
 The Washington Life Insurance Co.

The Royal Fire Insurance Co.  
 The Imperial and Northern Fire Insurance Co.  
 The London and Lancashire Fire Insurance Co.  
 The Westchester Fire Insurance Co.

**Assets Represented Over Seventy Millions.**

Prompt Attention to Business. Fair Rates. Good Companies.

C. A. RICHARDSON, Solicitor.

HOTELS.

HERE never has been a want of hotel accommodations in Norfolk, but to-day the city contains the handsomest and best kept hotels to be found almost anywhere. Surrounded by the most famous truck or vegetable growing region in the world, with the diversified products of our waters within a stone's throw of their doors, they

are enabled to supply their tables with the choicest eatables of an abundant market. The buildings are large, well arranged and located conveniently to the business portions of the city, depots, wharves, churches, places of amusement, etc., and they are fitted up with every convenience and accessory, both for saving labor and promoting health; besides which their furnishings are of the most elegant and tasteful description. They are heated by steam, their floors are served by fine elevators, and each room furnished with annunciators. Their parlors, reception rooms and dining halls are lofty, well ventilated and lighted, combined with which their furnishings give them an air of elegance and cheerfulness. There are many apartments arranged *en suite* and replete with every luxury to suit the most advanced and educated tastes of the very best class of patrons. Their *cuisine* is always maintained at a point of excellence in keeping with the appointments of the houses, and the surrounding advantages referred to. Commercial travelers, health and pleasure seekers are often induced to prolong their stay in Norfolk by the comforts offered them in hotels of the city and its accessibility to the great pleasure resorts referred to in the general sketch of the city and its advantages.

## NEW ATLANTIC HOTEL!

*Cor. Main and Granby Streets, Norfolk, Va.*


TERMS, \$2.50 AND \$3 00 PER DAY, ACCORDING TO LOCATION.



### R. S. DODSON, PROPRIETOR.

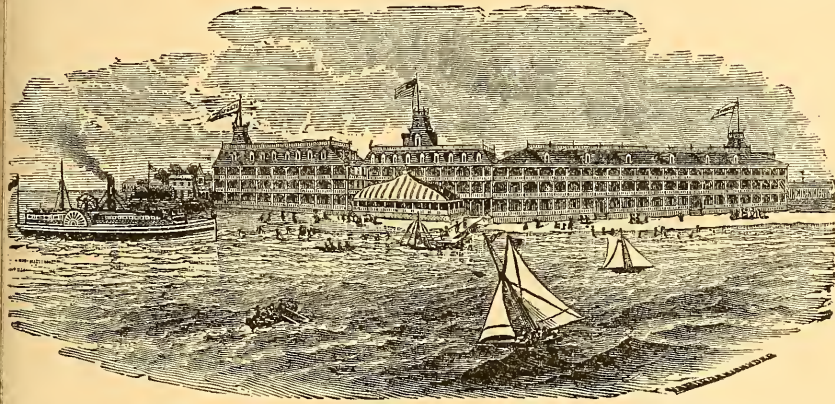
Enlarged, remodelled and refurnished, rendering it one of the handsomest structures in the South, possessing all the modern improvements, including first-class passenger elevator, electric bells, suits of rooms with hot and cold baths.

The especial attention of Tourists and Invalids is called to the fine climate of Norfolk and vicinity, and to the accommodations afforded by the ATLANTIC, where nothing will be left undone to render them comfortable.

 Liberal arrangements made with Families and parties by the month.

 Letters and telegrams to R. S. DODSON, will receive prompt attention. 

# THE HYGEIA HOTEL,



## Old Point Comfort, Va.

Situated one hundred yards from Fort Monroe, at the confluence of the Chesapeake Bay and Hampton Roads, being the first point of land lying westward between the capes of Virginia, about fifteen miles north of Norfolk and Portsmouth; all passenger steamers running to and from those cities touch at the pier, going and returning, with the U. S. Mails, landing only twenty rods from the Hotel, which is substantially built and comfortably furnished; has hydraulic passenger elevator, gas and electric bells in all rooms; water; rooms for bath, including *Hot Sea*, and closets on every floor, with the most perfect system of drainage of any Hotel or public building in the country. And as a resort for the pleasure-seeker, invalid, or resting-place for tourists on their way to Florida or the North, this house, with accommodations for about seven hundred guests, presents inducements which certainly are not equalled elsewhere as a summer resort or cold weather sanitarium. Has during the cold weather over 6,000 square feet of the spacious verandas (of which there are over 21,000 square feet encircling the house on all sides) incased in glass, enabling the most delicate invalid to enjoy the sunshine and fine water view without risking the slightest exposure. The invigorating atmosphere and mild temperature being especially adapted to that class who seek the genial winters of the South and cool summers of the North. For sleeplessness and nervousness, the delicious tonic of the pure ocean air and the lullaby of the ocean waves rolling upon the sandy beach, but a few feet from the bedroom windows, are most healthful soporifics at the Hygeia.

For further information, address, by mail or telegraph,

**HARRISON PHOEBUS,**  
**Proprietor.**

# PURCELL HOUSE,

NORFOLK, VA.

**R. T. JAMES, PROPRIETOR.**

Terms, \$2.00 and \$2.50 Per Day.

The Hotel is conveniently and pleasantly situated, at a short distance from the principal Railroad Depots and Steamboat Landings in the city.

Street Cars pass the doors going either way.

House furnished with electric call bells, elevators, hot and cold baths, and every convenience for the comfort of guests.

The House has been remodelled and refurnished until it is second to none in the South in completeness.

The Table is supplied with every luxury afforded by this market.

## **JORDAN HOUSE,** Hotel and Restaurant,

ON THE AMERICAN AND EUROPEAN PLANS.

**MEALS AT ALL HOURS.**

Board and Lodging, \$1.00, \$1.25 and \$1.50 Per Day.

No. 30 West Market Square,

3d door from Main Street,

**NORFOLK, VIRGINIA.**

ALL GAME AND EVERYTHING FIRST OF THE SEASON, AT  
LOWEST RATES.

**AMOS P. JORDAN, Proprietor.**



**SMOKER'S SUPPLIES!****W. T. HYSLOP,****No. 93 Main Street Oppo. Academy of Music,  
NORFOLK, VA.****Manufacturer of the "ECLIPSE," "TRANSIT," "Hyslop's FAVORITE,"  
"NINETY-THREE" and "PARLOR," Brands of Cigars.****THE FINEST IN THE MARKET.  
CHOICE GRADES OF  
Chewing and Smoking Tobaccos.****DRY GOODS AND NOTIONS.**

**N**EXT in importance to the grocery trade is that of Dry Goods and Notions, and it has served an important part in establishing smaller branches of the jobbing trade of the city. The business is controlled by men whose experience and extensive capital enable them to compete with dealers in the largest markets of the country. Their stocks are as complete and varied as the wants of the Southern trade demand, and are especially adapted to this and other Southern States. Layers upon layers of domestic and foreign dry goods, cloths, cassimeres, &c., are stored on the first floors of the elegant and capacious warehouses, while notions and fancy goods generally, are displayed on the second and third floors.

During the year 1880 the wholesale trade reached the sum of \$1,500,000, and the retail \$750,000, divided between thirty houses—five wholesale and twenty-five retail. In no branch has there been more general activity and success. Many new warehouses have been built, old ones remodelled and new firms admitted to the field. The capital invested in the jobbing business has been placed at the modest sum of \$300,000. Cautious credits and close collections on the part of our dealers have secured for them a reliable and profitable trade in Eastern Virginia and the Carolinas. Purchases are made direct of the factories, and all the advantages of over-stocked markets are utilized by dealers with their ready capital. Northern prices are guaranteed, and it is conceded by country merchants in the trade area tributary to Norfolk, that all things considered, this market offers them advantages far superior to those of the North. The outlook for the present year is said to be very encouraging, and every effort will be made to strengthen and advance the trade.

# J. B. CORPREW & Co.,

(Successors to CORPREW & HUNTER,)

42 and 44 Commerce Street,

NORFOLK, VA.

WHOLESALE DEALERS IN

FOREIGN AND DOMESTIC

**DRY GOODS**

AND

**NOTIONS,**

THE LARGEST NOTION DEPARTMENT

IN THE STATE, AND WE MAKE A SPECIALTY OF IT.

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Our entire stock is strictly adopted to the wants of

**SOUTHERN MERCHANTS.**

WE GUARANTEE PRICES

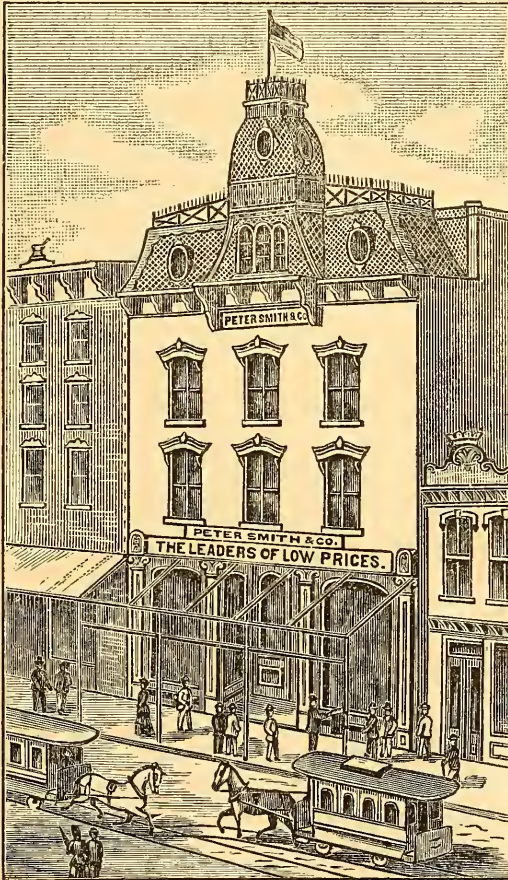
To Duplicate those of Other Markets.

# PETER SMITH & Co.,

**THE LEADERS OF LOW PRICES.**

**THE GREAT DRY GOODS EMPORIUM OF THE SEABOARD.**

**144 MAIN STREET,**



**NORFOLK, VA.**

Our stock of Staple and Fancy Dry Goods is ALWAYS Complete. We never allow it to run down. Parties can buy at all times whatever they need, without looking further, and feel confident that their interest is being protected.

Our Prices GUARANTEED as Cheap as Any Other House, North or South, for the same grade of goods, often times cheaper.

**ORDERS CAREFULLY ATTENDED TO.**

**PETER SMITH & CO.,**

**144 Main Street.**

## DRUGS, PAINTS AND OILS.

---

THE showing in this trade is excellent, and although its details are small, the business continues to grow in volume. Both wholesale and retail stores have about them all the appearances of prosperity, and they are pushing trade about as vigorously as it is possible for them to. Last year's transactions represented a money value of \$400,000, divided between three wholesale and fourteen retail stores, having in all capital amounting to \$150,000. The stocks are large and the stores handsome, the heavier goods being stored in large warehouses, where convenience and safety are matters of paramount importance. Besides Drugs, Paints and Oils, all our wholesale houses carry full lines of Window Glass, Perfumery, Spices, Teas, Champagnes, Wines, &c., and fancy articles of the most beautiful design. The many indigeneous roots and herbs gathered in Virginia and North Carolina are shipped in large quantities from this city. Druggists and country merchants can secure as pure goods and at identically the same prices as can be had in any city in the Union, and in many instances purchases can be made here upon better terms than elsewhere.

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**WALKE & WILLIAMS,**  
**DEALERS IN**  
**DRUGS, PAINTS,**  
**OILS, &c.,**  
**Cor. Water St. and Roanoke Sqr.,**  
**NORFOLK, VA.**

**M. A. & C. A. SANTOS,****DEALERS IN****Drugs, Paints, Oils, Window Glass,  
*VARNISHES, PUTTY, & C.*****118 Main Street, and 1, 2 and 3 Atlantic Street,  
NORFOLK, VA.**

Perfumery, Soaps, Segars, Surgical Instruments, Mineral Waters, Lewis' White Lead, Atlantic White Lead, English White Lead, Pure French Zinc, Colors, Varnishes, Sand Paper, Chamois Skins, Brushes, Sponges, Kerosene, Pratt's Astral, Fish, Safety, Linseed, Machinery and other Oils.

**SOLE AGENTS FOR THE EMPIRE RUBBER PAINT,**

Ready-Mixed, White and all shades. Sample card on application.

In addition to Paints, we have always on hand a heavy stock of all Goods usually kept by Druggists, and invite an examination of our stock and prices. We respectfully invite the attention of buyers to our large and attractive stock of all articles in our line. To cash or responsible buyers we sell very low, and will supply good and saleable articles, which will give satisfaction.

**M. A. & C. A. SANTOS.**

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**JOHN W. BURROW,**  
**Wholesale Druggist,**  
**NORFOLK, VA.**

Druggists, Physicians, Merchants, and those who buy in similar quantities, are offered everything in the Drug line at Baltimore and New York prices. My stock is the largest in the city, and as complete as any in the South. Send for quotations.

---

**B. A. RICHARDSON,**  
**DEALER IN**  
**Paints, Oils, Glass, Artists' and Coach Materials,**  
**No. 50 ROANOKE AVENUE, NORFOLK, VA.**

**RICHARDSON'S IMPROVED ELASTIC ROOF PAINT,** the best mixture ever invented for tin or iron.

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**STAVES.**

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**T**HIS city has always enjoyed a favorable and wide-spread reputation as a stave market, and although our table of exports shows a marked decline in this article, its importance and value to the city is felt by all branches of business. The Windward Islands have always drawn their supplies from this source, and for making packages

for rum, sugar and molasses, Norfolk staves have invariably received the preference, while many of the Mediterranean wine districts obtain all their staves here. The peculiar excellence of quality and finish characteristic of our staves render them superior to all others for general use, as we have stated, or for the manufacture of wine casks. They are subjected to a rigid inspection by licensed inspectors, and all staves that do not conform to the requirements, appended below, are rejected. These staves are also so clearly and carefully cut that no surplus wood is left upon them, and apart from the advantage of saving freight, makers of casks find that very little labor is necessary to put them in required shape. From January, 1865, up to December 31st, 1880, the value of staves exported direct from Norfolk amounted to exactly \$4,353,649; the year 1872 figuring the largest, the exports that year amounted to \$411,638.

The white oak timber of this region, besides being valuable for use in rum and wine casks, is far superior to that grown elsewhere for ship building, a fact recognized by the Navy Department and shipwrights everywhere, it being of very fine close grain, tough and heavy. In former years, the General Government required that all white oak delivered for its use should be grown within fifty miles of salt water, and it is well known that vessels built during and since the war, when this requirement became obsolete, have never compared favorably with those built prior to that time, in point of durability. The famous "Pasture" oaks of England are similar to those of Virginia and North Carolina.

For the information and guidance of those engaged in the trade, we re-publish from last year's book the

#### DIMENSIONS OF AND DIRECTIONS FOR GETTING DRESSED STAVES AND HEADING FOR THE NORFOLK MARKET.

White Oak Pipe Staves—54 to 56 inches long, not less than 54 inches.—3½ inches and upward wide; must not be less than 3½ inches, and not less than 1 inch thick on thin edge. White Oak Hhd. Staves—42 to 44 inches long, not less than 42 inches—3½ inches and upward wide; must not be less than 3½ inches, and not less than ¾ inch thick on thin edge. White Oak Heading—28, 30 and 32 inches long—5 inches and upward wide; not less than 5 inches, and full ¾ inch thick on thin edge. White Oak Barrel Staves—32 and 34 inches long, 3 inches and upward wide; not less than 3 inches, and not less than ¾ inch thick on thin edge. Red Oak Hhd. Staves—42 to 44 inches long, not less than 42 inches—should be 4 inches and upward wide; must not be less than 3½ inches in any part, and from ¾ to 1 inch and upward thick on the thin edge. All Staves and Heading must be of sound wood, free from knots and all other defects. Must be rived with the grain, and split from the bark to the centre—not slabbed off. They must be straight, with square edges, and moderately dressed with drawing knife to nearly a uniform thickness. White Oak Staves and Heading must be free of sap. Red Oak Staves may have sap on them. White Oaks with sap on them are classed Red Oaks. Makers of Staves should get none less than full one inch thick, to allow for shrinkage in seasoning, and they should lay off the logs one or two inches longer than the Staves are required to be, to allow for the "running of the saw." Want of length is fatal to any of the classes of Staves. All Staves are sold here by the long thousand of 1200 pieces.

Two wealthy and enterprising firms are large shippers of staves, in fact almost the entire business of exports in that article is controlled by them, one of the firms operate a large yard on the Portsmouth side of the river, where unequalled wharf facilities are abundant and handling and shipping can be done with little labor and at moderate cost.

WM. H. PETERS.

WASHINGTON REED.

**PETERS & REED,**  
SHIPPING AND GENERAL  
**COMMISSION**  
**MERCHANTS,**  
AND DEALERS IN  
Staves and Lumber,

Water Street, NORFOLK, VA.,

**AND**

Water Street, PORTSMOUTH, VA.

**C. T. JORDAN & BRO.,**  
**DEALERS IN**  
**MEN'S, YOUTH'S AND BOYS'**  
**Fine, Medium and Low-Grade Clothing,**  
**AND GENTS' FURNISHING GOODS, &c.**  
**No. 124 Main Street, Norfolk, Va.**

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**FURNITURE, CARPETS AND PIANOS.**

---

**N**ORFOLK can justly boast of possessing the largest and handsomest warerooms and stocks in this line to be found south of Philadelphia. The varieties displayed include parlor, drawing-room, chamber, office and school furniture, made from the most exquisitely chiseled rosewood or the common Virginia pine—the most exacting tastes may be satisfied. Among the articles usually found in these houses are also window shades, clocks, mattresses, baby carriages, picture cord, tassels, &c. The firms in the business are liberal and enterprising, and their goods are always purchased direct from the factories. Carpets of every quality and design, from the ordinary American makes to the more elegant and expensive Axminster, constitute an important part of their stock, while matting and many novel floor coverings can be had in profusion. From the most renowned piano and organ factories of the world these instruments are obtained direct, and are offered with the most absolute guarantees, at the same prices that are obtained at the factory. With \$150,000 capital, sales aggregating \$400,000 were made in 1880.

During the dull seasons, the heads of our principal firms in this business, visit in person the largest factories of the country and make such selections as, in their experienced judgments, are best adapted to the wants of their particular trade.

North Carolina and Virginia purchasers find Norfolk an excellent and advantageous market in which to make their selections, and each succeeding year brings increased business to our merchants. The sale of pianos and organs has grown of late to be very large, owing, no doubt, to the superiority of the instruments offered, together with scrupulous guarantees of our dealers. Experience has taught our people that it is far wiser, more economical and satisfactory to do business with merchants at home, who are in every sense reliable and responsible, merchants whose reputations are above imputations, and who are always accessible when guarantees are to be made good. Some of the firms in this business are composed of men who are appreciated for their commercial and moral worth, and they are recognized as enterprising, wide-awake, prominent citizens.

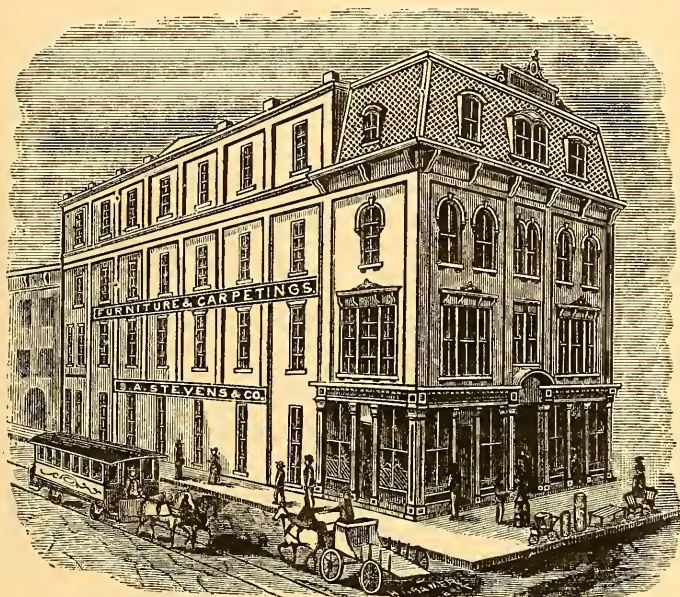


# FURNITURE, CARPETING AND PIANOS.

## S. A. STEVENS & CO.

Cor. Main and Granby Streets.

THE OLDEST FURNITURE HOUSE IN NORFOLK.



### The Largest and Most Complete Stock

OF ANY HOUSE IN OUR BUSINESS IN VIRGINIA.

### OUR FURNITURE DEPARTMENT

is most complete, embracing every article wanted to furnish a house, from the cheapest to the most elaborate and expensive quality.

### OUR CARPET BRANCH

is fully stocked with all grades of floor covering, from that wanted by the poor man for his cottage to the finest Velvet or Brussels Carpet for the mansion of the rich.

We call especial attention to our **MUSIC DEPARTMENT**. We keep constantly a large assortment of the very best **PIANOS** made in the World, comprising the celebrated instruments of **CHICKERING & SONS, STEINWAY & SONS, HENRY F. MILLER and W. P. EMERSON**. Every instrument sold at manufacturers' prices and guaranteed for five years.

**Our Prices are Guaranteed as Low as in New York or Baltimore.**

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WHOLESALE AND RETAIL DEALERS IN

## Furniture, Mattresses,

ETC., ETC.,

No. 42 ROANOKE AVENUE,  
NORFOLK, VA.

**RICH & ELEGANT FURNITURE**

*OF ALL DESCRIPTIONS,*

IN SUCH QUANTITIES, AND ON SUCH TERMS, AS TO INSURE THE VERY LOWEST FIGURES.

The Establishment is strictly FIRST-CLASS, and CUSTOMERS ARE GUARANTEED PERFECT SATISFACTION. A call from the Ladies is solicited. Stock of

## CHAMBER AND PARLOR FURNITURE

IS ONE OF THE FINEST EVER EXHIBITED IN NORFOLK.

NEW GOODS CONSTANTLY ARRIVING. NEWEST STYLES AND RICHEST DESIGNS. DEFY COMPETITION IN QUALITY AND PRICES,

GREAT REDUCTION IN

*FURNITURE, LOUNGES, M. T. and EXTENSION TABLES  
WALNUT PARLOR & CHAMBER SUITES, CRADLES,  
SIDEBOARDS, ETC., ETC.*

**No. 42 ROANOKE AVE.,  
NORFOLK, VA.**

✉ Correspondence from Country Merchants Solicited.

FURNITURE AND CARPETS!

**JOHN DOORAN,**

155 and 157 CHURCH STREET,

**NORFOLK, VA.**

ON HAND AND CONSTANTLY ARRIVING,

**A FINE ASSORTMENT OF FURNITURE AND CARPETS,**

Of every design and quality, which I offer at Manufacturers' prices.

PARLOR, DRAWING ROOM, LIBRARY AND CHAMBER SETS; BRUSSELS, TAPESTRY AND DOMESTIC CARPETS, OF VARIOUS GRADES AND PATTERNS; OIL CLOTHS, MATTING, RUGS, CHILDREN'S CARRIAGES, PICTURE FRAMES, CLOCKS, CHROMOS, MIRRORS, WINDOW SHADES, &c., DIRECT FROM MANUFACTURERS.

Goods Sold in the City on the Weekly Installment Plan, and a Specialty is made of this Department. Orders by Mail Promptly and Carefully Executed.

**JOHN DOORAN,**

Salesrooms, Nos. 155 and 157 Church Street,

OPPOSITE ST. PUL'S CHURCH,

**NORFOLK, VA.**

WM. H. MURPHY, Salesman.

## COTTON AND COMMISSION.

---

THE Cotton-commission business of Norfolk is decidedly its largest, and to it is directly due the rapid advancement of the city as a commercial centre. Millions of dollars worth of cotton is marketed here each season, while every bale shipped through the port contributes something towards building up our merchant marine and to the commercial growth of the city. Until the year 1865 very little cotton was handled in this city, but from that year until the present the receipts have continued to increase, constituting now, as we have said, by far the wealthiest and most important business of the place. From one extremity of Water street to the other, up the streets at right angles with it, in alleys, open lots, and on the wharves, great fields of cotton, bales piled upon bales, are to be seen during almost any portion of the year, and when the season is at its best the streets and pavements are completely blocked up with the fleecy staple. Storage cannot be had, even though the warehouse accommodations are considered excellent, and the city contains some of the largest buildings for storage in the State. Mammoth steamships lie three abreast at some of the wharves, and as rapidly as the compress machines can reduce the dimensions of a bale it is quickly stored in the vessels by able-bodied, experienced cotton jammers. The blockade, however, does not appear to be effected by the immense cargoes taken from it, until late towards the Spring, when its volume becomes reduced to a state in which it is easily handled. The Virginia Compress Company, Col. James L. Harway, President, and the Seaboard Cotton Press, Messrs. Reynolds Brothers owners, with capacity of 11,000 bales per week, have been taxed to their utmost this season, working relays of men night and day in order to despatch the many sailing vessels and steamships with their cargoes.

In February of this year a number of prominent and influential citizens met and organized a Cotton Compress and Shipping Company, to be known as THE SHIPPERS COMPRESS COMPANY. The following officers and directors were elected: Barton Myers, President; Caldwell Hardy, Secretary and Treasurer; Directors, Barton Myers, Wm. H. Peters, Wm. J. Donald, Dr. Thomas Hardy, P. S. Galatti; Superintendent, James Gerow. The minimum paid up capital was placed at \$100,000, and maximum allowed capital at \$500,000. It is the intention of the Company to immediately erect several powerful "Morse" patent compresses, of 2,500 tons pressure each, the largest and best ever constructed. Work will be commenced at once upon the one to be built on Messrs. Peters & Reed's wharf, Portsmouth. Besides the business of compressing, the Company will become extensive charterers and shippers, and it is their purpose to largely increase our facilities for foreign and coastwise shipments of cotton. Possessed of abundant available capital, this company will unquestionably become one of the first corporations in the State, certainly the largest of its kind.

The following table exhibits the receipts of cotton, by bales, at Nor-

folk for 21 years, beginning with September 1st and ending with August 31st, each year:

| Year.                     | Bales.  | Year.  | Bales.  |
|---------------------------|---------|--|---------|
| 1858-'9                   | 6,174   | 1871-'2  | 258,730 |
| 1859-'60                  | 17,777  | 1872-'3  | 405,412 |
| 1860-'1                   | 33,193  | 1873-'4  | 472,446 |
| [War between the States). |         | 1874-'5  | 393,672 |
| 1865-'6                   | 59,096  | 1875-'6  | 469,998 |
| 1866-'7                   | 126,287 | 1876-'7  | 509,612 |
| 1867-'8                   | 155,591 | 1877-'8  | 430,557 |
| 1868-'9                   | 164,789 | 1878-'9  | 443,285 |
| 1869-'70                  | 178,352 | 1879-'80   | 597,086 |
| 1870-'1                   | 302,930 | Sept. 1st, 1880, to Feb. 29th, '81<br>(6 months) | 585,514 |

The growth of the market has been steady, and the result of causes which have combined to render it permanent.

The following is a statement of receipts and shipments of cotton as recorded at the Exchange:

|   |   |   |         |         |
|---|---|---|---------|---------|
| SEASON 1874-'5—Receipts year ending 31st August, 1875 | - | - | -       | 393,672 |
| Shipments, coastwise                                  | - | - | -       | 326,281 |
| Exported Great Britain                                | - | - | 63,629  |         |
| Exported Continent                                    | - | - | 3,583   |         |
| Exports   | - | - | -       | 67,212  |
| Total shipments                                       | - | - | -       | 393,493 |
| SEASON 1875-'6—Receipts year ending 31st August, 1876 | - | - | -       | 469,998 |
| Shipments coastwise                                   | - | - | -       | 361,053 |
| Exported Great Britain                                | - | - | 103,869 |         |
| Exported France                                       | - | - | 1,817   |         |
| Exported Continent                                    | - | - | 3,007   | 108,693 |
| Total shipments                                       | - | - | -       | 469,746 |
| SEASON 1876-'7—Receipts year ending 31 August, 1877   | - | - | -       | 509,612 |
| Shipments Coastwise                                   | - | - | -       | 391,838 |
| Exported Great Britain                                | - | - | 112,245 |         |
| Exported France                                       | - | - | 1,602   |         |
| Exported Continent                                    | - | - | 3,008   | 116,855 |
| Total shipments                                       | - | - | -       | 508,693 |
| SEASON 1877-'8—Receipts year ending August 31, 1878   | - | - | -       | 430,557 |
| Shipments Coastwise                                   | - | - | 271,144 |         |
| Exported Great Britain                                | - | - | 157,153 |         |
| Exported France                                       | - | - | 2,204   | 159,357 |
| Total shipments                                       | - | - | -       | 430,501 |
| SEASON 1878-'9—Receipts year ending 31 August, 1879   | - | - | -       | 443,285 |
| Shipments Coastwise                                   | - | - | -       | 239,158 |
| Exported Great Britain                                | - | - | 199,815 |         |
| Exported France                                       | - | - | 713     |         |
| Exported Continent                                    | - | - | 3,008   | 203,536 |
| Total shipments                                       | - | - | -       | 442,694 |
| SEASON 1879-'80—Receipts ending 31 August, 1880       | - | - | -       | 597,086 |
| Shipments coastwise                                   | - | - | -       | 337,226 |
| Exported Great Britain                                | - | - | 246,674 |         |
| Exported France                                       | - | - | 1,479   |         |
| Exported Continent                                    | - | - | 8,912   |         |
| Total exports   | - | - | -       | 257,065 |
| Total shipments                                       | - | - | -       | 594,291 |

From a recent article by Senator Johnston, based upon data taken from the official report of the United States Bureau of Statistics, we take the following comparison between the decrease and increase in the business of the eight largest cotton markets, between the six years ending August 31st, 1861, and the six years ending August 31st, 1879 :

| MARKET.           | RATE.                  |
|-------------------|------------------------|
| Galveston         | Increase 197 per ct.   |
| New Orleans       | Decrease 28 per ct.    |
| Mobile            | Decrease 43 per ct.    |
| Savannah          | Increase 44 per ct.    |
| Wilmington, N. C. | Increase 222 per ct.   |
| Charleston        | Increase 3½ per ct.    |
| Apalachicola      | Decrease 83 per ct.    |
| NORFOLK           | INCREASE 1,212 per ct. |

Upon examination of the table of direct exports for 16 years, on page 104, it will be seen that from January 1st to December 31st, 1866, 733 bales of cotton, valued at only \$119,023, were exported, and that in 1880 \$17,508,724 worth was shipped; the total value of exported cotton for the 16 years amounting to \$65,969,450.91, with an increase for 1880 over the year 1866 of \$17,389,701.

With the completion of two more railroads now building, and which are mentioned elsewhere in this work, the receipts of cotton will be still further augmented, and with additional wharves the great bulk of cotton now sent to other ports will find Norfolk its most convenient outlet.

In 1874 the Norfolk and Portsmouth Cotton Exchange was organized, and a year or two ago Messrs. Reynolds Brothers built that spacious building on Water street for its accommodation. The apartments occupied are admirably adapted to the uses of the Association, and under the able management of a Board of Directors, and Norman Bell, Esq., the efficient Superintendent, the business of the Exchange goes on with systematic regularity. Adjoining the private office of the superintendent is a telegraph office; from thence direct communication is obtained with the principal markets in the country.

Besides the regular cotton factors of the city the general commission houses handle large quantities of cotton, and many of them are members of the Exchange. The actual cash capital employed in the commission business is put at the round sum of \$2,000,000.

C. A. FIELD.

E. M. GOODRIDGE.

**GOODRIDGE, FIELD & CO.,**  
**COMMISSION MERCHANTS,**  
**GRAIN AND FLOUR,**  
 No. 22 Roanoke Dock, Norfolk, Va.

QUOTATIONS AND ESTIMATES FURNISHED ON APPLICATION.

# J. W. PERRY,

Successor to McGLAUGHON & PERRY,

## COTTON FACTOR,

AND

## General Commission Merchant,

Tunis' Warehouse and Wharf,

**NORFOLK, VA.**

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**CONSIGNMENTS SOLICITED.**

The Sale of COTTON a Specialty and do EXCLUSIVELY a COMMISSION BUSINESS.

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# DOBIE & COOKE,

GENERAL

## Commission Merchants,

**No. 104 Water Street,**

**NORFOLK, VA.**

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Special attention paid to the sale of COTTON, PEANUTS and Country Produce generally. Liberal advances made upon Consignments in hand and the highest market prices guaranteed. Prompt returns made unless otherwise instructed.

REFER TO EXCHANGE NATIONAL BANK, OF NORFOLK, VA.

S. F. PEARCE.

W. F. ALLEN.

J. T. BORUM.

**PEARCE, ALLEN & BORUM,**  
**COTTON FACTORS,**  
**AND**  
**General Commission Merchants**

20 and 22 Commerce Street,  
NORFOLK, VA.

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SPECIAL ATTENTION TO THE SALE OF  
Cotton, Grain, Lumber, Peanuts, Peas and all other  
Country Products.

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HOUSE ESTABLISHED 1870.

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**JONES, LEE & CO.,**  
Successors to SAVAGE, JONES & LEE,  
**COTTON FACTORS,**  
**AND**  
**General Commission Merchants,**  
**28 Rothery's Wharf,**  
NORFOLK, VA.

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DO EXCLUSIVELY A COMMISSION BUSINESS.



**A. TREDWELL & CO.**

**Cotton Factors,**

**NORFOLK, VA.**

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**LIBERAL ADVANCES MADE ON  
CONSIGNMENTS.**

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**REFER TO EXCHANGE NATIONAL BANK.**

**SAVAGE, SON & CO.**

**Cotton Factors & Commission Merchants,**

**Gwathmey's Building, Town Point,**

**NORFOLK, VA.**

**J. V. P. QUACKENBUSH.**

**CORNELIUS deWITT.**

**QUACKENBUSH, deWITT & CO.,**

**General Commission Merchants and Brokers,**

**No. 9 Commerce Street, Norfolk, Va.**

**Dealers in Cotton, Grain, Peanuts, Butter, Game, and General Farm Produce.**

**All Orders Promptly Executed.**

**SAM'L D. PULLER.**

**JAMES F. DUNCAN.**

**PULLER & DUNCAN,**

**General Commission Merchants & Merchandise Brokers,**

**Nos. 11 and 13 ROANOKE DOCK, NORFOLK VA.**

**Solicit Consignments of all kinds of Country Produce. PEANUTS and CATTLE specialties.**

**Brokerage Department for the sale of Flour, and everything in this branch will have our best attention.**

# THE NORFOLK KNITTING AND COTTON MANUFACTURING COMPANY.

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INCORPORATED 1880.

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NORFOLK, - VIRGINIA.

MANUFACTURERS OF  
GENTS' MERINO UNDERWEAR.

**OFFICERS:**

BARTON MYERS, PRESIDENT.

GEO. McBLAIR, SECRETARY.

GEO. M. BAIN, JR., TREASURER.

H. N. BURDICK, SUPERINTENDENT.

---

Orders from **JOBBER**S AND DEALERS will receive punctual attention.

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## BOOKS AND STATIONERY.

---

THE quality and quantity of reading matter in circulation among the people of any community, will be found very accurately to indicate the extent of the intellectuality and refinement of that people. Where there are large public libraries, many and successful book stores, that carry large and well-selected assortments of choice works, there will be found a large percentage of well-informed readers. While all kinds of business here have been pushing vigorously ahead, that of Books and Stationery has in no wise lagged; on the contrary, improvements have been made from time to time until the stores of Norfolk will compare favorably with those of any city the same size. For beautiful selections of costly bound works of fiction, poems, &c., or for School, Law, Medical, Agricultural, Theological, Scientific and miscellaneous Books, to say nothing of the numerous articles, useful and ornamental, denominated fancy articles, our stores are well known. We have four excellent book stores with well-filled shelves, and an examination of their prices will undoubtedly result in keeping at home much of the trade now going from this city to other markets.

**C. HALL WINDSOR,**  
*No. 5 BANK STREET, - NORFOLK, Va.*

**FINE STATIONERY!**

The Finest and most complete assortment in the City.

**BLANK BOOKS**, from the smallest Pocket Memorandum to the largest Full Bound Russia Ends and Bands.

**INKS**, School and House Sizes; the Best Makes.

**PENS**, all Styles and qualities.

Agent for FOLEY'S GOLD PENS.

**BIBLES, SCHOOL BOOKS,**

MISCELLANEOUS LITERATURE TO ORDER ONLY.

**ARTISTS' MATERIALS,**

**MATHEMATICAL INSTRUMENTS.**

The best quality of Goods for

Ladies, Merchants, Bankers or Students.

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RICH'D WALKER.

WM. W. OLD.

**WALKE & OLD,**  
**Attorneys & Counsellors at Law,**  
**OFFICES, 72 MAIN STREET,**  
 OPPOSITE THE POST OFFICE,  
**NORFOLK, VIRGINIA.**

REFERENCES:

The Citizens', Marine, Exchange National, and Farmers' Banks, of Norfolk, and Bain & Bro., Bankers, Portsmouth, Va.

L. HARMANSON.

JAS. E. HEATH.

**HARMANSON & HEATH,**  
**Attorneys at Law,**

OFFICE IN BANK OF COMMERCE BUILDING,

**MAIN STREET,**

**NORFOLK, VA.**

WM. H. WHITE.

THEO. S. GARNETT, Jr.  
*Late Judge, &c.*

**WHITE & GARNETT,**  
**Attorneys & Counsellors at Law,**  
**ROOMS, 114 MAIN STREET, NORFOLK, VA.**

Practice in the State and Federal Courts in the Eastern District of Va.

REFERENCES:

Exchange National Bank, Norfolk, Va.  
 Marine Bank, Norfolk, Va.

Burruss, Son & Co., Norfolk, Va.  
 H. B. Clafflin, New York.

T. R. BORLAND.

D. TUCKER BROOKE.


**BORLAND & BROOKE,**  
**Attorneys at Law,**

Corner of Main and Bank Streets, Norfolk, Va.

**JOHN C. BAKER,**  
**Attorney and Counsellor at Law,**  
 Office, 78 MAIN STREET, NORFOLK, VA.  
 Notary Public and Commissioner of Deeds for the State of North  
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**JAMES T. SAUNDERS,**  
**Attorneys at Law,**  
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**NORFOLK, VA.**

Collections attended to and remittances promptly made.

 Refers to Banks and Principal Business Houses of Norfolk.

**JAMES A. KERR,**  
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 OFFICE, VIRGINIAN BUILDING,  
**NORFOLK, VA.**

Practice in the United States Courts, and in the Courts of Norfolk, Portsmouth,  
 and the Surrounding Counties.

**H. F. WOODHOUSE,**  
**Attorney at Law,**  
 VIRGINIAN BUILDING,  
 MAIN and COMMERCE STREETS,  
**NORFOLK, VA.**

**H. L. WORTHINGTON,**  
 (For 8 years Deputy Clerk City Courts),  
**ATTORNEY AT LAW,**  
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**NORFOLK, VA.**

Particular Attention Given to Conveyancing of Real Estate and Examination of  
 Title.

**BARRON'S TAG FASTENER!**

The safest and most secure of any Fastener ever invented.

GIVES UNIVERSAL SATISFACTION WHEREVER INTRODUCED.

**THE CHEAPEST HOOK ON THE MARKET.**

Meets with large sales wherever it has been shown. Liberal discounts to Stationers and Printers.

Merchants ask your Printers for **BARRON'S FASTENER**, and have no other.

**PRICE, ONE DOLLAR PER THOUSAND.**

Samples sent upon application. Manufactured in Landmark Building.

Correspondence solicited. Address

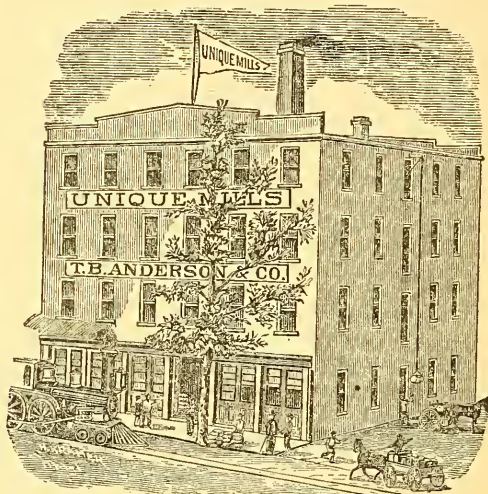
**W. T. BARRON & CO., NORFOLK, VA.**

**FLOUR AND GRIST MILLS.**

**N**ORFOLK is without a competitor in the superior quality of flour manufactured by her mills, and their productions find ready sale in our home and foreign markets. The climate of Norfolk being humid, our mills are enabled to produce a better grade of family flour than even those of the famous milling districts of the State. In Eastern sections of Virginia and North Carolina there are very few mills, and Norfolk supplies the demand of this extensive trade area, it being a well-known fact that the wholesale groceries of the city handle it in such quantities that the mills are never with large stocks on hand, and that our merchants also deal in this specialty to a much greater extent than do those of other business centres with a general trade of the same volume as ours. Our mills also turn out a very superior quality of meal, which is bolted through silk cloths, a process not applied in a great many mills in the South. The two mills in this city are built of brick, furnished with the latest and most improved machinery. Combined, they contain thirteen run of burrs, and can produce daily 150 barrels of flour, 850 bushels of bolted meal, and about 200 barrels of hominy. "Old Dominion," "Purity," "Ambrosia," "Eldorado," and "Unique" are six of the most popular brands manufactured, and they are known to consumers as the best goods obtainable in this market. With every facility for the cheap delivery of coal at Norfolk, which we are sure will soon be completed, and the advent of grain in large quantities from the far West, the milling interest will undoubtedly take the leading position in our list of manufactures. A few years ago one mill sufficed to stock the market with home-made goods, and even then its success was not fully established, while to-day the two mills referred to are kept going at their maximum capacity.

# UNIQUE MILLS

Nos. 68 and 70 Water Street,  
NORFOLK, VIRGINIA.



MANUFACTURES

Patent Process Flour,  
BOLTED CORN MEAL, PEARL HOMINY, &C.

HAVE ALWAYS ON HAND THE FOLLOWING BRANDS OF FLOUR :  
 "AMBROSIA," *Hungarian Process,*  
 "ELDORADO," *Straight Patent Family*  
 "UNIQUE," *Straight Patent Family.*  
 "EXTRA AND SUPERFINE."

SUPERIOR PEARL HOMINY, BOLTED CORN MEAL,  
 HOMINY MEAL FOR FEED, CORN BRAN, WHEAT BRAN  
 SHIP STUFF, MIDLINGS, &c.

T. B. ANDERSON & CO., Proprietors.

# NORFOLK CITY MILLS

MANUFACTURE ALL GRADES OF

## Flour and Meal.

PURCHASERS OF GRAIN

AT ALL TIMES.

### LYMAN & CO.,

Hardy's Wharf,

NORFOLK, VA.

#### REAL ESTATE.

THE year 1880 has left its boldly-written record, ineffaceably upon the page of Norfolk's history. The volume and character of the improvements made in Real Estate during the past year are more than satisfactory. Van Wyck's Academy of Music, the Norfolk College for Young Ladies, Misses Leach and Wood's Seminary are three of the handsomest buildings erected last year, and they are indeed equal, if not superior, to any buildings used for similar purposes in Virginia. Prices have advanced steadily and uniformly throughout the city and its adjacent additions, indicating a healthy, substantial and permanent growth, and the absence of speculative fever. The buildings erected have been more substantial in construction, ornate in design, and commodious in their arrangements than those of any previous year, and attest fully the confidence of our people in the general advancement and future of the city.

To a close observer these changes reflect the increasing wealth of our people and shadow that æsthetic development which makes all cities attractive. In this city real estate has not reached a speculative value, but prices to-day are regulated and governed by actual demand. The last thing up in prosperous times and the first thing down in times of financial depression is real estate. Owners of lots hold against the slightest reduction on regular prices, and the difficulty is not to find buyers and builders, but sellers. This applies with special force to wharf property, which

is in the greatest demand, while new docks and wharves are being built in ever direction, where deep water can be had. Since 1876 four hundred and twenty buildings have been built—205 of brick, and 215 of wood. Their total value is \$600,000. The assessment of improved and unimproved property for 1881 amounts to \$9,674,561, being \$1,098,421 over the year 1880. Rents have remained firm, in fact, high, and there is an absolute scarcity of houses to rent. Comfortable homes for clerks, mechanics, laborers and people in moderate circumstances, at lower rents, are much needed.

---

**JAMES H. CALROW,**  
**Architect & Builder,**  
 Washington Street near Bank,  
**NORFOLK, - VIRGINIA.**

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**HARDWARE.**

---

THIS city has always enjoyed a large trade in hardware, and its growth each season has been steady and substantial. The most active competition in the business has had the effect to bring prices down to the lowest figures compatible with honesty and sound business principles. Between the firms in the city, \$200,000 capital is divided, and the total annual business transacted amounted in 1880 to \$450,000. The stocks on hand embrace every variety of goods known to the trade, from the coarsest American manufacture to the finest imported wares, all of which are procured direct from first hands, and at such figures as to enable dealers to compete with New York or Philadelphia.

When Norfolk's foreign trade has been so well established that merchants in the interior will recognize the advantages which this city offers as a port of entry, and when full cargoes can be obtained at foreign ports for vessels bound here, the hardware trade will receive such an impetus as to place it even higher in the list of trades than it is at present. Jobbers in Virginia, North Carolina, Tennessee, and other States will then save to themselves the profits now realized by middle-men, and have their goods delivered through the Custom House here. Even now the firms here do most of their importing and make it an invariable rule to secure to themselves the cash discount on all their purchases.

The well-known business sagacity and enterprise of some of the hardware firms in Norfolk have not only given to that particular branch of trade its present status, but they have served to inaugurate many new, important and prosperous enterprises in our midst. These enterprises have been of that nature through which great commercial centres have been established. We have one house here which is decidedly the largest in the State, and its trade extends over the entire Southern territory, while there are others with every facility at their command and in the full enjoyment of a valuable trade in Virginia and the Carolinas.



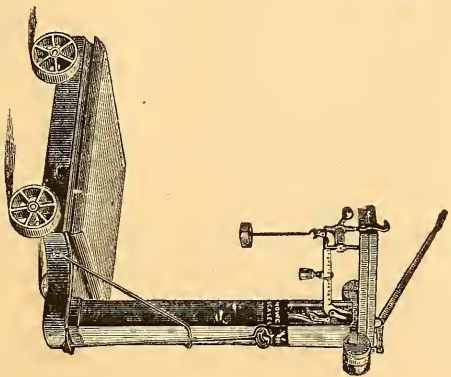
# TAYLOR, ELLIOTT & MATTERS,

IMPORTERS AND JOBBERS OF

# HARDWARE!

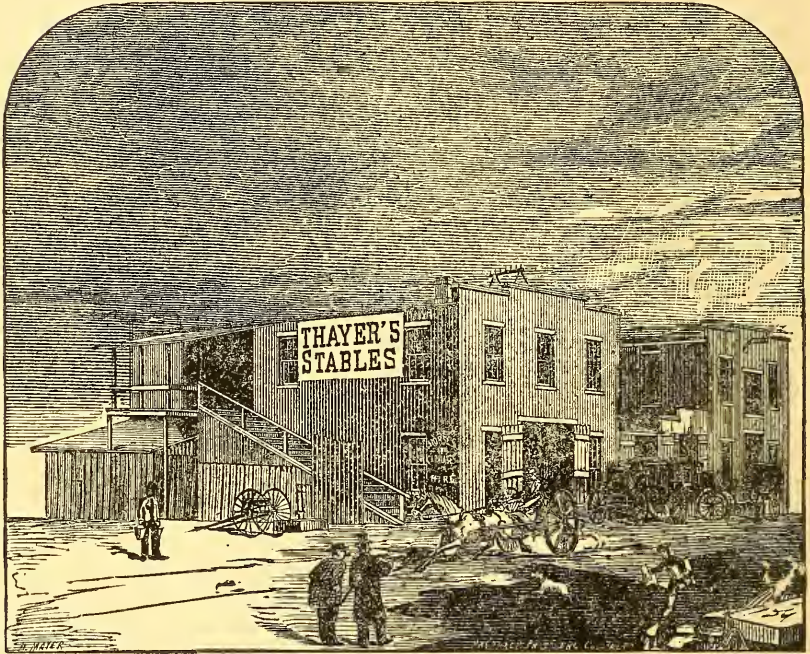
Cor. Main St. & Market Sq.

NORFOLK, VA.



HOWE'S  FAIRBANKS'S STANDARD SCALES.

**THAYER'S**  
**LIVERY, SALE AND EXCHANGE**  
**STABLES,**  
**ATLANTIC STREET,**  
*REAR BURRUSS' BANK.*



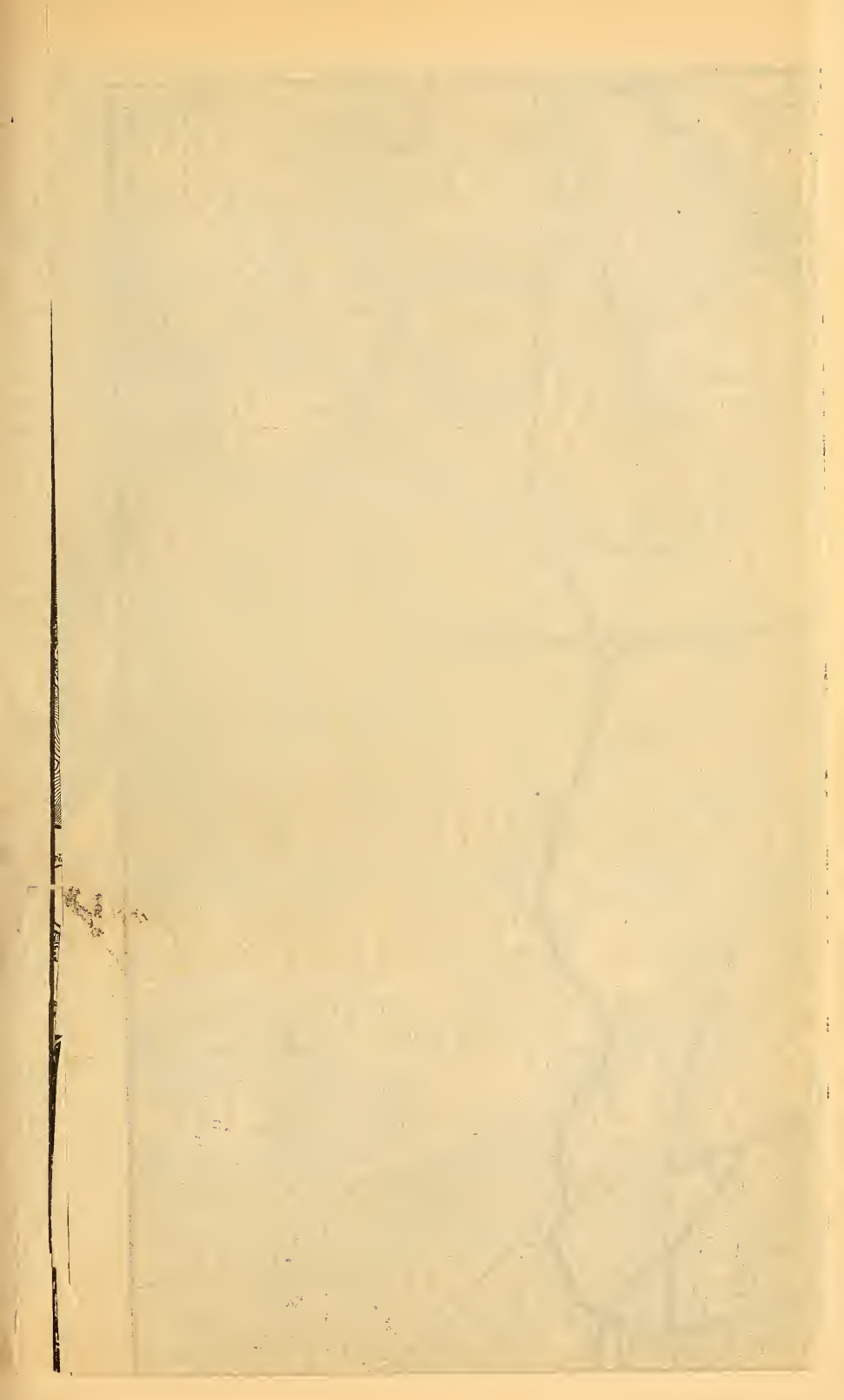
**HORSES, BUGGIES, CARRIAGES & WAGONS,**  
**OF EVERY DESCRIPTION, FOR HIRE.**

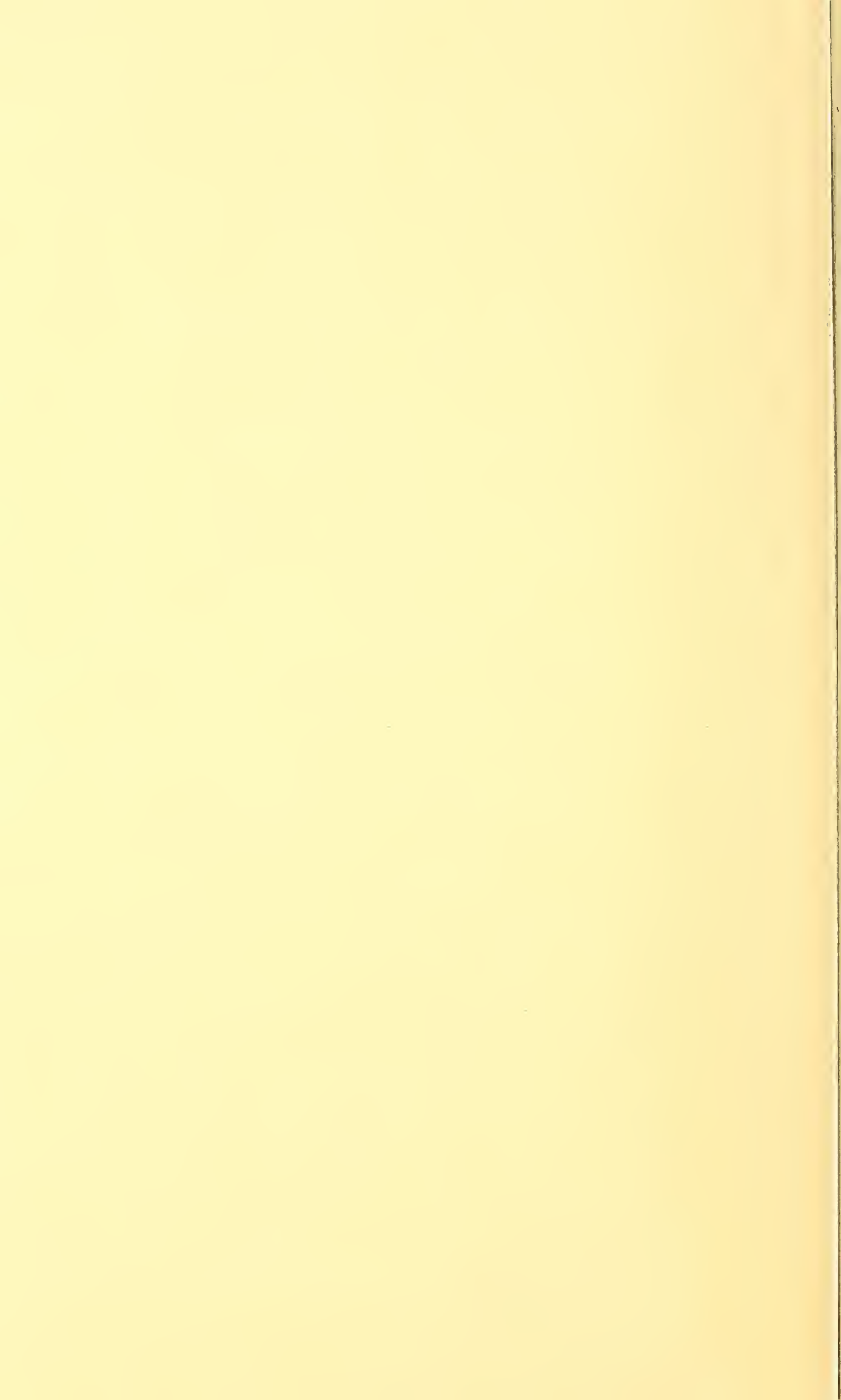
Private Parties, Weddings and Funerals furnished at short notice. Horses boarded by Day, Week, or Month, on reasonable terms. Carriages furnished at any hour of day or night. A call solicited.

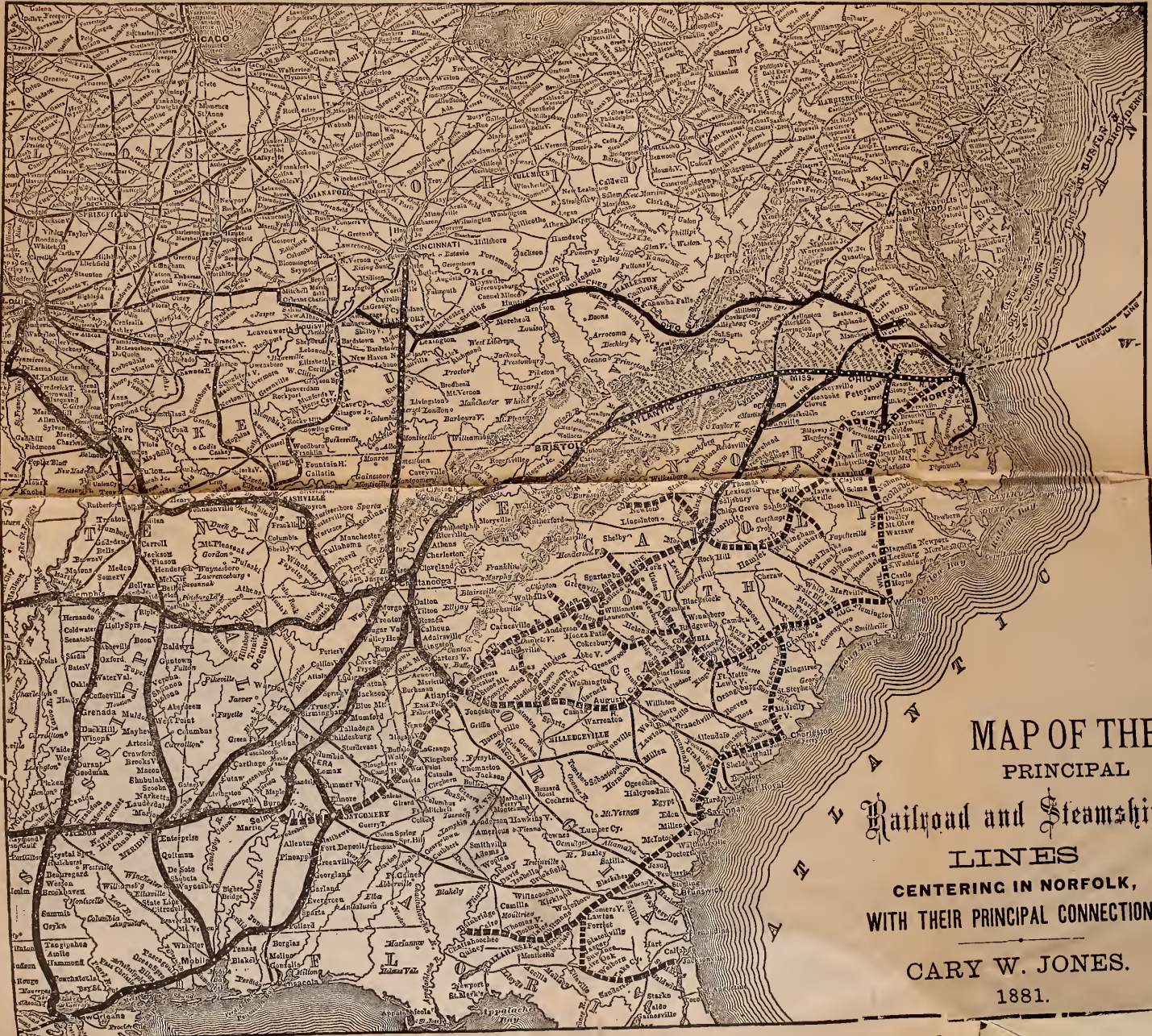
**BAGGAGE WAGON,**

For delivering Trunks, &c., to and from Depots and Steamboats furnished upon application.

**TELEPHONE CONNECTION.**







MAP OF THE  
PRINCIPAL  
Railroad and Steamship  
LINES  
CENTERING IN NORFOLK,  
WITH THEIR PRINCIPAL CONNECTIONS.  
CARY W. JONES.  
1881.



## STEAMBOAT AND STEAMSHIP LINES.

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THE different railway lines, canals and other avenues of trade and commerce have been fully reviewed in another part of this work, and it is our purpose now to call the reader's attention to the principal steamboat and steamship lines regularly entering this port, from the many trade centres of the country. Centuries ago Norfolk became noted for its many and extensive lines of vessels, especially in connection with the foreign trade, but the wealthy and enterprising ship owners of those days little imagined that their crafts would be so soon superseded by the superb iron vessels of to-day. Steam navigation has been adopted on all coast and inland lines, and in fact on all regular lines where dispatch is a desideratum; sailing vessels carrying only such freights as are too bulky and difficult to handle, or which pay insufficient freight. Immediately after the resumption of business in 1865, a few steamers, of indifferent construction and limited capacity, were put upon our waters, but as trade grew and the demand for increased facilities became more imperative, changes were made, larger, finer and greatly improved vessels for passenger and freight traffic were from time to time put on, and the old ones withdrawn for use at points where their accommodations were adopted to all requirements.

To minutely and fittingly describe the different lines now centering here, the unsurpassed splendor of the vessels employed, or to give even a brief notice of the enterprising and wealthy corporations owning them, would require the services of a writer gifted with extraordinary descriptive powers. Suffice it to say that the management of these lines is in the hands of men who appreciate the wants of trade, and with undoubted ability in the conduct of the transportation business, they have established influential and powerful corporations, and made the harbor of Norfolk famous among the great ports of the world.

The various railroads terminating at Norfolk form the inland connections of these lines, and through bills of lading are issued between all points of the country. The accompanying bird's-eye view of the city shows the locations of the various transportation lines.

### THE OLD DOMINION STEAMSHIP COMPANY.

Among the most creditable enterprises connected with our city, and in fact the whole State, is the business of the Old Dominion Steamship Company, whose magnificent fleet of ocean and river steamers ply between this port, New York, City Point, Richmond, Newbern and Washington, North Carolina, and many minor points on the Sounds and Rivers of the Old North State, and also to Hampton, Old Point, Fortress Monroe, Smithfield, Cherrystone, Yorktown and Mathews. The fleet comprises about twenty iron and wooden vessels aggregating over twelve thousand tons burthen.

The Company was started in 1867, succeeding the old New York and Virginia Steamship Company, and it has gradually grown to its present proportions as a great corporation, with interests and connections in every State in the South and West.

The distance between New York and Norfolk is 285 nautical miles, and the steamers of this line generally make the trip in twenty-five hours. The regularity with which these vessels arrive may be illustrated by an incident which occurred several years ago. The writer was in company with a number of gentlemen when the loud

report of a cannon was heard, and he remarked to one of the bystanders that he was not aware of the lateness of the hour, but that the Navy Yard gun had just announced the time of sunset. The bystander replied that the gun fired was not at the Navy Yard, but upon the forward deck of the New York steamer, and added with considerable fervor, "but she's just as regular."

The passenger accommodations of the Old Dominion steamships are of the most comfortable and convenient character; the saloons are substantially and elegantly furnished, the tables well supplied, and in fact they are wanting in nothing calculated to make a trip upon them desirable and pleasant. During the Company's career of thirteen years not a single life entrusted to its care has been lost. Through the worst storms and series of marine disasters these steamships have always passed in perfect safety. When the largest of them steam up the river they look as though they were conscious of their beauty, and under the skillful management of their officers, glide quickly but majestically into their docks, there to be relieved of their immense cargoes.

The parent offices of the Company are at 197 Greenwich street, New York city. The principal officers are: N. L. McCready, President; W. H. Stanford, Secretary, and H. A. Bourne, Superintendent. In Norfolk Messrs. Culpeper & Turner represent the Company's interests, with their office on the extensive wharf property on Waterstreet, immediately at the foot of Church street. In every department of the Company's business experience and efficiency are the stepping-stones to preferment.

The principal steamers of the Company, their names, character, tonnage, route, &c., are:

The OLD DOMINION, iron side-wheel steamship, freight and passengers, 2,222 tons, G. M. Walker, master; New York, Norfolk, City Point and Richmond.

The WYANOKE, iron side-wheel steamship, freight and passengers, 2,068 tons, Geo W. Couch master; route same as Old Dominion.

The RICHMOND, iron propellor, freight and passenger, 1,436 tons, Frank Stevens, master; route same as Old Dominion.

The MANHATTAN, iron propellor, freight and passengers, 1,400 tons, J. A. Kelly, master; route same as Old Dominion.

The BREAKWATER, iron propellor, freight and passengers, 1,110 tons, J. Hulphers, master; route same as Old Dominion.

The HATTERAS, wooden side-wheel, freight, 868 tons, Richard B. Boaz, master; route same as Old Dominion.

The ALBEMARLE, wooden side-wheel, freight, 891 tons, A. B. Mallett, master; route same as Old Dominion.

The NORTHAMPTON, wooden side-wheel, freight and passengers, 400 tons, P. McCarrick, master; daily between Norfolk and Old Point, and tri-weekly between Norfolk, Cherrystone, Mathews, Yorktown and Gloucester Point.

The ACCOMACK, wooden side-wheel, freight and passengers, 434 tons, George Schermerhorn, master; daily between Old Point and Hampton, and four times a week to Smithfield.

The N. P. BANKS, wooden side-wheel steamer, freight and passengers, 338 tons; alternates with the Northampton when necessary. Now in ordinary.

The NEWBERNE, iron propeller, freight and passengers, 400 tons, T. M. Southgate, master; Norfolk, Newberne and Washington, North Carolina, via Albemarle and Chesapeake Canal.

The PAMLICO, wooden propeller, 252 tons, Pritchard, master; route same as the Newberne.

#### THE MERCHANTS' AND MINERS' TRANSPORTATION COMPANY.

This Company is indeed the peer of any on our seaboard, owning, as it does, the splendid iron steamships running regular between Boston, Providence, Norfolk and Baltimore, besides a number of equally fine vessels engaged in the Northern and Southern trade. Like the Old Dominion Steamship Company, its vessels are the pride of our harbor, and officered by able and experienced seamen, who dock their vessels with characteristic regularity, running to Boston in 48 and to Providence in 36 hours. Their connections to the interior are of course the same as the others, and through bills of lading are issued from either of the cities named to points South, or from the latter to the East and to Europe, over the Cunard, Warren, Leyland and Allen lines.

The spacious wharves at the west end of Main street, in the centre of that portion of the city now regarded as the most valuable for wharf purposes, and where vast improvements are under way, are used by the Company, but owned by the corporation



known as the BOSTON WHARF AND WAREHOUSE COMPANY. of which Decatur H. Miller, of Baltimore, is President, and T. B. Jackson Secretary.

In advancing the Commercial interests of Norfolk, the Merchants' and Miners' Transportation Company have proved an important factor, affording ample and speedy connections between Norfolk and the cities of the North. The vessels owned by the Company are as follows :

The DECATUR H. MILLER, iron propeller, 2,296 tons, Solomon Howes, commander.

The WILLIAM CRANE, iron propeller, 1,416 tons, F. M. Howes, commander.

The JOHNS HOPKINS, iron propeller, 1,470 tons, Wm. A. Hallett, commander.

The GEORGE APPOLD, wooden propeller, 1,456 tons, W. Loveland, commander.

The McCLELLAN, wooden side-wheel, 954 tons, G. W. Billups, commander.

The WILLIAM KENNEDY, wooden propeller, 974 tons, M. D. Foster, commander.

The BLACKSTONE, wooden propeller, 1,147 tons, John C. Taylor, commander.

The WILLIAM LAWRENCE, iron propeller, 1,049 tons, John S. March, Jr., commander.

The SARAGOSSA, wooden propeller, 788 tons, T. A. Hooper, commander.

The enterprise and good management of the officers of the Company have combined to make it wealthy and powerful, exerting its influence for the best interests of Norfolk. Gen. V. D. Groner is the agent, and T. B. Jackson assistant.

### THE BALTIMORE STEAM PACKET COMPANY

(OLD BAY LINE.)

This Company owns and operates the most magnificent passenger steamers on the Atlantic coast, and they are the palace steamers of Chesapeake Bay, being new, adapted to a high rate of speed, beautiful in form, substantial in construction, and furnished most sumptuously. With travellers the line is regarded as one of the finest and best in the country, forming the popular trunk route between the North and South. Under the able management of the president, Col. John M. Robinson, assisted by an able corps of competent officers, the Company has become one of the most thoroughly equipped in the country, and proved itself a most powerful adjunct in advancing the best interests of Norfolk. A trip upon either of the passenger boats of the Bay Line is not attended with the fatigue usually incident to ordinary travel.

The Norfolk offices of the Company are on Water street, in close proximity to the Norfolk and Western (A., M. & O.) Railroad depot, Mr. R. B. Cooke, is the agent ; and in Portsmouth the offices of the company are at the depot of the Seaboard and Roanoke Railroad.

The steamers of the Bay Line make close connection at Portsmouth with the regular passenger trains of the Seaboard and Roanoke Railroad, for all points South and South-west, and at Baltimore with the Philadelphia, Wilmington and Baltimore Railroad for Philadelphia, New York and all points North, with the Baltimore and Ohio, Northern Central and Pennsylvania Railroad for the West and North-west ; with the Allan, Continental, West India and Pacific, Hooper and Johnson steamship lines for Liverpool ; with the Continental for London and North German Lloyds for Bremen. The steamers of the Bay Line are :

The CAROLINA, iron side-wheel, 984 tons, built in 1877 ; 75 staterooms, passenger capacity 500, W. C. Whittle, commander.

The FLORIDA, wooden side-wheel, 1,280 tons, built in 1876 ; 75 staterooms, passenger capacity 500, J. D. Bloodsworth, commander.

The VIRGINIA, iron side-wheel, 1,300 tons, built in 1879 ; 80 staterooms, passenger capacity 500, J. D. Dawes, commander.

The SEABOARD, iron propeller, for freight, 662 tons, A. K. Cralle, commander.

The ROANOKE, iron propeller, for freight, 531 tons, Fisher, commander.

The TRANSIT, wooden propeller, 475 tons, North, commander.

The WESTOVER, iron propeller, — tons, John S. Eldredge commander.

### THE CANTON INSIDE LINE.

is a daily fast freight line operated by the Philadelphia, Wilmington and Baltimore Railroad Company in connection with the freight steamers of the Bay Line, between Norfolk, Baltimore, Philadelphia and all points North, having the same connections here as the Baltimore Steam Packet Company ; and at Philadelphia with the American Steamship Company's steamships for Liverpool and Antwerp. Over these lines through bills of lading are issued.

## THE CLYDE LINES.

Of the large steamship interests controlled by Messrs. W. P. Clyde & Co., of 12 South Wharves, Philadelphia and New York, from whom these lines take their name: their New England lines, coast lines to the various States, West Indies and South American ports, it is hardly within our province to treat in this volume. The same enterprising gentlemen have, however, exerted a considerable influence in aiding the development of our city and State.

From Norfolk they have lines through the Albemarle and Chesapeake Canal to the different sections of Eastern North Carolina, where they have fostered various auxiliary lines, navigating the smaller streams far into the interior, using boats of lighter draft than heretofore known. These enterprises have largely increased the receipts of cotton at this port from those sections. Their assistance in reorganizing and re-establishing the James River Line, when the route was about being given up by the old company, by the aid extended by their Philadelphia line in developing the truck growing sections adjacent to our city, are worthy of mention. They have also taken large interests in different Southern roads, which connect this city and State with the South and South-west.

At Norfolk the Clyde interests are represented by Captain James W. McCarrick, General Southern Agent, whose office is on the Company's wharves, Water street. The following vessels comprise Clyde's local fleet:

The EVERMAN, iron propeller, 696 tons, W. L. Carr, master; Philadelphia and Norfolk.

The NORFOLK, wooden propeller, 500 tons, Thomas Travers, master; Baltimore, Norfolk and Richmond.

The DEFIANCE, wooden propeller, 400 tons, R. F. Jones master; Norfolk, Newberne and Washington, N. C.

The STOUT, wooden propeller, 400 tons, W. L. Pierce, master; Baltimore, Norfolk and Newberne, N. C.

The PIONEER, wooden propeller, 1,100 tons, S. C. Platt, master; Philadelphia, Norfolk and Richmond.

The EXPERIMENT, wooden propeller, 400 tons, R. H. Cannon, master; Baltimore, Washington and Newberne, N. C.

The FANITA, iron propeller, 454 tons, Wm. Hines master; Philadelphia, Norfolk and Richmond.

The ASHLAND, wooden propeller, 1,100 tons, Wm. Nelson, master; Philadelphia, Norfolk and Richmond.

## THE INLAND AND SEABOARD COASTING COMPANY.

The iron side-wheel steamer "Lady of the Lake," 700 tons, with comfortable accommodations for two hundred and forty passengers, is owned and operated by this Company, running tri-weekly between Norfolk and Washington, D. C., leaving the Boston wharf, west end of Main street. This is one of the most desirable routes to and from the city, connecting us with our National Capitol. During the summer seasons regular excursions over this line are largely patronized by lovers of fresh, invigorating air.

## THE VIRGINIA STEAMBOAT COMPANY

(JAMES RIVER LINE.)

The magnificent wooden side-wheel steamer "CITY OF RICHMOND," built in 1880, 1,001 tons, running between Norfolk and Richmond, is the property of this Company. It is the finest and swiftest river steamer running in Virginia waters.

The iron side-wheel steamer "ARIEL," 700 tons, also belongs on the James River route, supplying the place of the "City of Richmond" when necessary, making tri-weekly trips between the two cities.

Delightful excursions on these steamers constitute a pleasant feature of their summer business, passing, as they do, within full view of the oldest historical points connected with the early history of Virginia. Travellers to the Springs of Virginia and West Virginia find the James River route a convenient and enjoyable one. Captain James W. McCarrick is the local agent of the Company, and L. B. Tatum, Esq., General Superintendent, at Richmond.

## NORTH CAROLINA LINES.

The steamers of this Company are the HARBINGER, M. E. Gregg commander, and

the CURRITUCK, J. J. Jones commander, the former leaving the Company's wharf, foot of Commerce street, Mondays, Thursdays and Saturdays for North River Fisheries, Hertford, Belvidere and intermediate landings in North Carolina, via Albemarle and Chesapeake Canal. The Currituck leaves same wharf every Thursday for Windsor and all points on the Cashie River, North Carolina. Under the efficient agency of W. Y. Johnson, Esq., these lines have greatly developed the carrying trade between this city and the fertile sections of North Carolina, bringing to our city the rich products of the Sound region.

#### THE ROANOKE, NORFOLK AND BALTIMORE STEAMBOAT COMPANY.

This Company was formed by the consolidation of several lines of steamers leaving this port, and under the judicious management of Captain Henry Roberts, the agent, who is also Superintendent of the Dismal Swamp Canal Company, recently reorganized, the business of these lines has grown to immense proportions, and the quantities of cotton, produce, &c., shipped over them add materially to the trade statistics of the city.

The steamers of this Company, with their routes, are as follows here:

Steamer W. M. B. ROGERS leaves for Elizabeth City and landings on the Dismal Swamp Canal every Tuesday, Thursday and Saturday.

Steamer MARY E. ROBERTS leaves for Columbia, Simmons' Landing and Spruill's Bridge every Thursday.

Steamer KEYSTONE leaves for Murfreesboro, Franklin and all intermediate landings on the Chowan river every Monday.

Steamers LOUISA and COMMERCE leave for Baltimore, Edenton and landings on the Roanoke river, semi-weekly.

Steamer J. W. HARING leaves for Suffolk, Whaleyville and landings on the Nansemond river, every Tuesday and Thursday.

Steamer ASTORIA leaves every Tuesday for all landings on Roanoke river.

# J. A. KENNEDY & CO., Norfolk and Portsmouth CITY EXPRESS.

ESTABLISHED 1875.

**Baggage Called for and Checked to Destination.**

**PASSENGERS TRANSFERRED TO AND FROM ANY PART OF THE  
TWO CITIES.**

**OMNIBUSES and CARRIAGES always on call.**

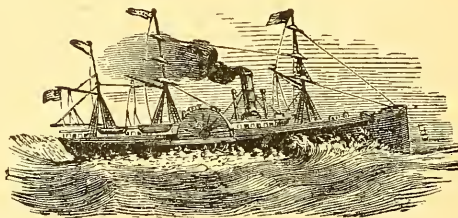
Our Agents will receipt for Baggage on all steamboats and trains before arriving at Norfolk.

**W. T. WALKE & SON, General Agents,  
Corner of Main and Granby Streets, Norfolk, Va.**

# STEAMSHIPS FOR BOSTON, Providence and Liverpool.

THE ONLY DIRECT LINE TO BOSTON AND PROVIDENCE.

*SPRING AND SUMMER ARRANGEMENT!*



For **BOSTON**, the **MERCHANTS' and MINERS' TRANSPORTATION COMPANY**  
are now running their New and Splendid First-class Steamships

**DECATUR H. MILLER**, Captain S. Howes,

**JOHNS HOPKINS**, Captain W. A. Hallett,

**WILLIAM CRANE**, Captain F. M. Howes,

**GEORGE APPOLD**, Captain W. Loveland,

**WILLIAM LAWRENCE**, Captain J. S. March, Jr.

**LEAVING NORFOLK**

**Every Tuesday and Friday at 5 o'clock P. M.**

The Regularity and Safety of these Steamships cannot be surpassed.

For **PROVIDENCE**.—A Steamer Leaves **NORFOLK** for **PROVIDENCE**

**Every Wednesday and Saturday, at 3 P. M.**

Freight not arriving here in time for shipment to Boston by the direct line will be forwarded via Providence at same rates.

For **LIVERPOOL**, by the **CUNARD, WARREN, LEYLAND** and **ALLAN LINES**,  
From Boston, **EACH WEEK.**

For further information, apply to

**T. B. JACKSON**,  
*Assistant Agent.*

**V. D. GRONER**,  
*Agent.*

# WASHINGTON, GEORGETOWN, ALEXANDRIA, AND POINTS North and West.

The Inland and Seaboard Coasting Co.

Will, on and after March 10th, 1881, run their Superior  
Iron Steamer



**LADY OF THE LAKE,**  
FROM NORFOLK, VA.

Leaving the BOSTON STEAMER'S WHARF, on

**TUESDAY, THURSDAY AND SATURDAY,**  
At 4 o'clock, P. M.

For above points, connecting with Trains for


BALTIMORE, PHILADELPHIA, NEW YORK AND  
VIRGINIA MIDLAND RAILROAD

**FOR VIRGINIA SPRINGS.**

Returning will leave WASHINGTON,

**MONDAYS, WEDNESDAYS AND FRIDAYS,**  
At 5 o'clock, P. M.

Steamer stops at Old Point each way.

 Tickets Sold, Staterooms Reserved, and Orders for Baggage received by

**W. T. WALKE, Esq.,** Under Atlantic Hotel.

**V. D. GRONER, Agent.**

*T. B. JACKSON, Asst. Agent.*

# CLYDE'S

## Coastwise and West India

**STEAM**  **LINES,**

**BETWEEN**

New York and Havana, Mail Line,

New York and Charleston, S. C.

New York and Wilmington, N.C.

New York, Hayti and San Domingo,

New York and West India Ports.

Philadelphia, Richmond and Norfolk,

Phila., Boston, Providence and Fall River,

Philadelphia and New York,

Philadelphia and Charleston, S. C.

Phila. and Washington, D. C. and Alexandria,

Virginia.

### Philadelphia, Richmond and Norfolk Line.

**WM. P. CLYDE & CO. General Managers,**

No. 35 Broadway, New York, - 12 South Wharves, Philadelphia.

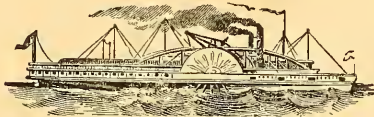
**JAS. W. McCARRICK, Gen'l Southern Agent, Norfolk, Va.**

# BALTIMORE STEAM PACKET COMPANY.

## BAY LINE.

### STEAMERS.

FLORIDA,  
CAROLINA,  
VIRGINIA,  
GASTON,



TRANSIT,  
ROANOKE,  
SEABOARD,  
WESTOVER.

### Daily Passenger and Fast Freight Route

**BETWEEN BALTIMORE, OLD POINT, NORFOLK, PORTSMOUTH, AND ALL POINTS SOUTH AND SOUTH WEST**

Passenger Steamers leave BALTIMORE daily (except Sundays) from foot of Union Dock, at 6:30 P. M. and from Canton Wharf at 8:30 P. M. on arrival of Express Train, which leaves NEW YORK at 3:20 P. M. and PHILADELPHIA at 5:30 P. M.

Passengers leave WASHINGTON at 5:30 P. M. connecting with Steamer at Canton Wharf. Connect at PORTSMOUTH with Express train, Seaboard and Roanoke Railroad, for all points South.

Going NORTH leave NORFOLK at 4 P. M. PORTSMOUTH, 5:45 P. M. and connects at Canton Wharf, BALTIMORE, with Express train for PHILADELPHIA and NEW YORK, reaching Philadelphia at 11 A. M. and NEW YORK at 1 P. M. BAY LINE also connects at BALTIMORE for WASHINGTON CITY and all points WEST and NORTH-WEST.

### THE BAY LINE DAILY FREIGHT ROUTE

Connects BALTIMORE via the Virginia and Tennessee Air Line at NORFOLK, with all points in South Side and South-Western Virginia, Tennessee, Georgia, Alabama and Mississippi; and via the Atlantic Coast Line and Seaboard Air Line at PORTSMOUTH, with all points in North and South Carolina, Georgia and all points South and South-West. Connects Norfolk and Portsmouth at Baltimore, via Baltimore and Ohio R. R. and Northern Central Railway, with all points west, via "North German Lloyd Line" with Bremen, "Allan," "Continental," "West India and Pacific," "Hooper," and Johnston's Steamship Lines for Liverpool—over all of which through Bills of Lading and rates are issued. Freight received and forwarded twice daily, except Sundays

R. B. COOKE, Agent, Norfolk.

R. L. POOR, General Freight Agent, Baltimore.

D. J. HILL, Superintendent, Baltimore.

## CANTON INSIDE LINE!

**ONLY DAILY FREIGHT ROUTE BETWEEN**

**PHILADELPHIA, NORFOLK AND PORTSMOUTH.**

Connecting PHILADELPHIA at NORFOLK via the Virginia and Tennessee Air Line, and at Portsmouth with the Seaboard Air Line and Atlantic Coast Line, for all points South and South-West. To insure dispatch, mark and ship your goods via **CANTON INSIDE LINE**. Goods received in Philadelphia at Depots of P. W. & B. R. R.; in Norfolk and Portsmouth at wharves of BAY LINE. TRUCK is received for Philadelphia on Mondays, Wednesdays and Fridays.

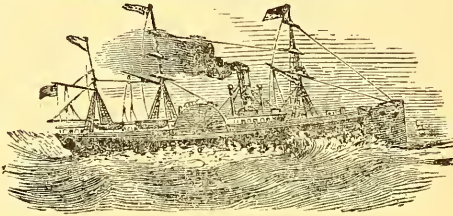
For particulars, enquire of

**JOHN S. WILSON, General Agent,**  
5th and Chestnut Streets, Philadelphia.

# OLD DOMINION STEAMSHIP COMPANY'S LINES.

## STEAMSHIPS;

OLD DOMINION,  
WYANOKE,  
BREAKWATER  
MANHATTAN,



RICHMOND,  
ALBEMARLE,  
HATTERAS.

## FOR NEW YORK.

One of the magnificent Passenger Steamships of the Line leaves Norfolk for New York, regularly every Monday, Wednesday and Saturday. Leave New York for Norfolk, every Tuesday, Thursday and Saturday, at 3 o'clock, P.M.

**RATES LOW. PASSENGER ACCOMMODATIONS UNSURPASSED, FREIGHT, CAPACITY AND FACILITIES UNEQUALLED.**

## FOR CHERRYSTONE, MATHEWS, GLOUCESTER AND YORKTOWN.

Steamer NORTHAMPTON, Capt. P. McCarrick, leaves Norfolk at 7 A.M. every Monday, Wednesday and Friday for CHERRYSTONE, and every Tuesday, Thursday and Saturday for MATHEWS, GLOUCESTER and YORKTOWN, calling each way daily at Old Point going and returning. Freight received daily until 6 P.M. That for Mathews, Gloucester and Yorktown must be prepaid.

## FOR OLD POINT, HAMPTON AND SMITHFIELD.

The Steamer ACCOMACK, Captain Schermerhorn, until further notice will leave Norfolk daily (except Sundays) for OLD POINT, HAMPTON, and SMITHFIELD. Returning leaves Smithfield daily (Except Sundays) at 6 A.M. and Hampton daily (Sundays excepted) at 8 A.M. for Norfolk via Old Point. Touches at Portsmouth going and returning.

## SEMI-WEEKLY LINE TO WASHINGTON AND NEWBERNE N. C.

The Steamer NEWBERNE will leave Norfolk every four days at 6 A.M. for WASHINGTON, SOUTH CREEK, and NEWBERNE, and the PAMLICO every four days at 6 A.M. for MAKELEY'S, WASHINGTON, and NEWBERNE. Returning, Steamers leave Newberne for Norfolk direct every four days making close connection with all steam lines for Northern Cities. Connect at Washington with Company's Steamers for Greenville and all points on Tar River, and at Newberne with Steamers for Kinston, Trenton and points on the Neuse and Trent Rivers.

Freight received daily and forwarded promptly at lowest rates.

**CULPEPER & TURNER, Agents.**



**ROANOKE,****Norfolk and Baltimore****STEAMBOAT COMPANY,**

Office Taylor's Wharf, one door west Clyde's Line,

**NORFOLK, VA.****Steamer WM. B. ROGERS,**Leaves for Elizabeth City and Landings on the Dismal Swamp Canal,  
Every **TUESDAY, THURSDAY and SATURDAY**, at 6 A.M.**Steamer MARY E. ROBERTS,**Leaves for Columbia, Simmons' Landing and Spruill's Bridge,  
**EVERY THURSDAY**, at 12 M.**Steamer KEYSTONE,**Leaves for Murfreesboro, Franklin and all intermediate landings on the  
Chowan River,  
**EVERY MONDAY, AT 6 A.M.****Stmrs. LOUISA & COMMERCE,**Leave for Baltimore, Edenton and landings on the Roanoke River,  
**SEMI-WEEKLY.****Steamer J. W. HARRING,**Leaves for Suffolk, Whaleyville and Landings on the Nansemond River,  
Every **TUESDAY and THURSDAY** at 11 A.M. and every  
**SATURDAY AT 11 A.M.****Steamer ASTORIA,**Leaves every **TUESDAY** at 6 P.M. for all Landings on Roanoke River.Freights for all points received daily from 8 A.M. to 6 P.M.  
Lowest Rates guaranteed.**HENRY ROBERTS, Agent.**

# INLAND NAVIGATION.

THE

## ALBEMARLE AND CHESAPEAKE CANAL,

TOGETHER WITH THE

## Chesapeake & Delaware Canal & Delaware and Raritan Canal,

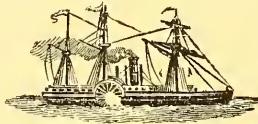
FORM THE GREAT INLAND NAVIGATION FROM

## NEW YORK, PHILADELPHIA AND BALTIMORE

TO

## NORTH CAROLINA AND THE SOUTH,

BY CANALS AND INLAND NAVIGATION FOR STEAMBOATS, SAILING VESSELS, RAFTS, &c., AVOIDING THE DANGERS OF HATTERAS AND THE COAST OF NORTH CAROLINA—  
SAVING TIME AND INSURANCE.



### DIMENSIONS OF CANALS AND LOCKS:

| CANALS.                        | MILES. | LOCKS.           |                 |                |
|--------------------------------|--------|------------------|-----------------|----------------|
|                                |        | Length.<br>Feet. | Width.<br>Feet. | Depth<br>Feet. |
| Albemarle and Chesapeake Canal | 14     | 220              | 40              | 7              |
| Chesapeake and Delaware Canal  | 14     | 220              | 24              | 9              |
| Delaware and Raritan Canal     | 43     | 220              | 24              | 7              |
| Erie, of New York              | 345    | 110              | 18              | 7              |

Light-draft steamers bound to Charleston, Savannah, Florida and the West Indies take this route.

Steam tug-boats leave Norfolk, towing sail vessels, barges, rafts, &c., to and from North Carolina to Baltimore, Philadelphia and New York.

Freight steamers leave Norfolk for the following places: Edenton, Elizabeth City, Hertford, Plymouth, Jamesville, Williamston, Hamilton, Hill's Ferry, Palmyra, Scotland Neck, Halifax, Weldon, Columbia, Fair Field, Windsor, Winton, Gatesville, Murfreesboro, Franklin, Currituck, Coinjock, Roanoke Island, Washington, Greenville, Tarboro, Indiantown, Bay River and Newberne.

For rates of tolls, towing, maps and charts, &c., apply to

H. V. LESLIE, Treasurer C. & D. Canal Co.,  
528 Walnut Street, Philadelphia.

M. COURTRIGHT, Esq.,  
Room 69 Coal and Iron Exchange, New York.

Or to **MARSHAL PARKS,**  
President Albemarle and Chesapeake Canal Co., Norfolk, Va.

# Dismal Swamp Canal Company.

NORFOLK, VA.

(RE-ORGANIZED DECEMBER 1st, 1880.)

## Connecting the Waters of Chesapeake Bay with Albemarle and Pamlico Sounds, N. C.

The recent extensive improvements by dredging and otherwise, securing a uniform depth of water throughout, recommend this route as a desirable medium of transportation between the waters of Virginia and North Carolina.

### OFFICERS.

JNO. B. WHITEHEAD, PRESIDENT.

CAPT. HENRY ROBERTS, SUPERINTENDENT.

S. W. GARY, COLLECTOR.

H. C. WHITEHEAD, SECRETARY AND TREASURER.

### DIRECTORS.

W. H. C. ELLIS,

C. W. NEWTON,

JAMES Y. LEIGH,

CICERO BURRUSS.

# NORTH CAROLINA STEAM LINES.

## STEAMER HARBINGER,

Captain M. E. CREGG,

Leaves the Wharf foot of Commerce Street, every MONDAY and THURSDAY, at 6 A.M., for HERTFORD and BELVIDERE, N. C.

## STEAMER ENTERPRISE,

Leaves the Wharf foot of Commerce Street, every MONDAY, WEDNESDAY and FRIDAY, at 6 A. M. for ELIZABETH CITY, N. C. and Intermediate Points via Dismal Swamp Canal.

## STEAMER CURRITUCK,

Captain J. J. JONES,

Leaves the Wharf foot of Commerce Street, every THURSDAY EVENING for WINDSOR and all points on the Cashie River, N. C.

Freights received daily. For further information apply to

W. Y. JOHNSON, Agent.

# THE Norfolk and Western RAILROAD.

(Formerly the Atlantic, Miss. & Ohio R.R.)

Is the most important link in the GREAT SOUTHERN MAIL and KENNESAW ROUTES. It is unexcelled by any other Line running between the

## EAST AND WEST, SOUTH AND SOUTH-WEST,

In grandeur of Mountain Scenery, Beauty of Valleys and Streams, Altitude of Country Traversed, Abundance of Mineral resources, Elegance of Equipment, and in all essentials constituting

## Perfection in Railway Travel and the Acme of Pleasure.

A single view of the PEAKS OF OTTER is well worth a trip over this delightful route. The eyes of passengers grow weary while crossing the BLUE RIDGE and ALLEGHANY RANGES, endeavoring to "take in" the magnificence and grandeur of those towering mountains.

**PULLMAN CARS ON ALL NIGHT TRAINS.**

**COMFORTABLE THOROUGH FARE CARS ON DAY TRAINS.**

The Especial Attention of Visitors to the VIRGINIA SPRINGS is called to this Route as the most convenient, comfortable and lowest.

Direct and Short Route to the following favorite summer resorts:

**YELLOW SULPHUR SPRINGS, ALLEGHANY SPRINGS, COYNER'S WHITE  
AND YELLOW SULPHUR SPRINGS, BLUE RIDGE SPRINGS.  
BEDFORD ALUM SPRINGS.**

Tourists and pleasure seekers will consult their convenience by securing tickets via this route.

A "Guide Book" to its Summer Resorts mailed free to any address, upon application to the undersigned,

**L. S. BROWN, General Traveling Agent, Lynchburg, Va.**  
**N. M. OSBORNE, Master of Trans. Petersburg, Va.**      **FRANK HUGER, Supt. of Trans. Lynchburg, Va.**

# SEABOARD AIR LINE!

Via PORTSMOUTH, Va.

## EXPRESS FREIGHT LINE

BETWEEN ALL POINTS

# North and South!

---

STEAMSHIPS TO PORTSMOUTH, THENCE IN THROUGH  
CARS VIA RALEIGH, HAMLET, CHARLOTTE,  
ATLANTA, AND ALL POINTS SOUTH  
AND SOUTH-WEST.

**SHIP from the NORTH by the following LINES:**

**BOSTON.**—Merchants' and Miners' Transportation Company,

**PROVIDENCE.**—Providence, Norfolk and Baltimore S. S. Co.,

**NEW YORK.**—Old Dominion Steamship Company,

**PHILADELPHIA.**—Philadelphia, Wilmington and Baltimore Railroad.

“ Clyde Line,

**BALTIMORE.**—Baltimore Steam Packet Company.

For Further Information apply to

F. W. CLARK, General Agent:

A. POPE,

General Passenger Agent.

SOL HAAS,

General Freight Agent.

# THE GREAT ATLANTIC COAST LINE

Via PORTSMOUTH, Va.

TO AND FROM

Boston, Providence, New York,

PHILADELPHIA, BALTIMORE, NORFOLK,

AND ALL

# EASTERN CITIES,

TO ALL POINTS

# South and South-West.

---

Observe the following excellent schedule of Connections:

**BOSTON**—Merchants and Miners' Transportation Company.

**PROVIDENCE**—Providence, Norfolk and Baltimore Steamship Company.

**NEW YORK**—Old Dominion Steamship Company.

**PHILADELPHIA**—Canton Inside Line via P. W. & B. R. R.

**BALTIMORE**—Baltimore Steam Packet Company.

For Further Information Apply to

A. POPE, General Passenger Agent.

SOL HAAS, General Freight Agent.

**THE OLD RELIABLE!****VIRGINIA AND TENNESSEE AIR LINE*****FAST FREIGHT LINE***

FROM

**Boston, Providence, New York,****Philadelphia  Baltimore,**

AND FROM

**NORFOLK, PETERSBURG, RICHMOND & LYNCHBURG,**

TO ALL POINTS

***South and South-West!*****Through Rates Given and Quick Time Made. All Claims for Losses, Damages or Overcharges promptly adjusted.**

THIS LINE IS COMPOSED OF

Merchants' & Miners' Transportation Co., from Providence; Old Dominion Steamship Co., from New York; Phila. Wilmington & Baltimore R. R., and Clyde Line Steamers from Philadelphia; Baltimore Steam Packet Co., from Baltimore; Norfolk and Western (A. M. & O.) R.R.; East Tenn. Va. & Georgia R.R.; Memphis & Charleston R.R.; Nashville, Chat. & St. Louis R.R.; Western & Atlantic R.R.; Selma, Rome & Dalton R.R.; Alabama Central R.R.; Vicksburg & Meridan R.R.; Mobile & Ohio R.R.; New Orleans, St. Louis & Chicago R.R.; and their connections.

**Have your Goods Marked: — VA. & TENN. AIR LINE.**

**AGENTS:** { C. P. GAITHER, . . . : 240 WASHINGTON STREET, BOSTON.  
 E. H. ROCKWELL, . . . : INDIA POINT, PROVIDENCE.  
 THOMAS PINCKNEY, General Agent, . . . : 303 BROADWAY, N. Y.  
 JOHN S. WILSON, . . . : 44 S. FIFTH STREET, PHILADELPHIA.  
 W. P. CLYDE & CO., . . . : 12 SOUTH WHARVES, PHILADELPHIA  
 W. H. FITZGERALD, . . . : 157 W. BALTIMORE STREET, BALTIMORE.

**W. T. PAYNE, Agent Claims and Expenses, Norfolk, Va.**

**BEFORE PURCHASING TICKETS ELSEWHERE, CALL AT THE  
 Branch Ticket Office of the Norfolk and Western R.R.,  
 (A. M. & O.)**

**(Santos' Building, Main Street.)**

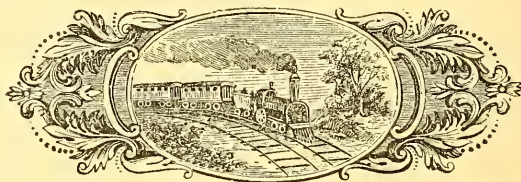
Tickets on sale to all Local Stations. Through Tickets to points West, North-west South, South-west, and Texas Points. Baggage Checked to destination.

# THE Elizabeth City Norfolk RAILROAD.

Norfolk Harbor and Sounds of North Carolina  
Linked by Rail.

**RAPID, CERTAIN AND SAFE TRANSPORTATION.**

Twelve to Twenty-four Hours saved between Eastern North Carolina  
and the Northern and Eastern Cities.



Connections at Norfolk with Steamers for

**BALTIMORE, NEW YORK, PHILADELPHIA,  
BOSTON AND WASHINGTON.**

At Southern Terminus with Steam Lines for Newberne, Washington,  
Manteo, Columbia, Plymouth, Jamesville, Williamston and  
other points on Pamlico and Albemarle Sounds, and  
Neuse, Pamlico, Tar, Alligator, Roanoke  
and Chowan Rivers.

The ELIZABETH CITY AND NORFOLK RAILROAD will  
be opened for traffic by or before May 1st, 1881. Its physical charac-  
teristics, natural and constructed terminal, facilities and excellent equip-  
ment will ensure quick, safe and cheap transportation.

**M. K. KING,**  
General Manager.



**GET YOUR TICKETS  
OVER THE  
Chesapeake and Ohio Railway.**

**THE SHORTEST AND CHEAPEST ROUTE TO  
CINCINNATI AND THE WEST!**

This is the only route to and via

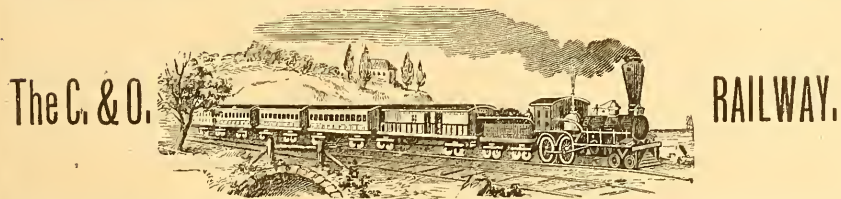
**THE FAMOUS AND FASHIONABLE  
GREENBRIER WHITE SULPHUR SPRINGS**

**(THE SARATOGA OF THE SOUTH)**

**And Other Mineral Springs and Summer Resorts  
OF THE BLUE RIDGE AND ALLEGHANIES,**


Comprising every variety, from the "Mecca," where fashion votaries make their yearly pilgrimage, to the quiet retreat where families find summer homes.

During the summer season, Round Trip Tickets, at very low rates, to the Springs and Resorts on the C. & O. Railway, are on sale at the Ticket Offices of connecting lines.



Has first-class road-bed and superstructures, and all modern improvements in equipment. It passes through the magnificent mountain scenery of the Blue Ridge and Alleghanies, and along the beautiful Valleys of the Greenbrier, New and Kanawha Rivers, presenting every variety of landscape in turn throughout its length of four hundred miles.

Emigrants, as well as the general traveling public, save money and gain in safety and comfort by taking this route.

 Tickets on Sale and Baggage Checked at all principal ticket offices of the C. & O. Railway and connections.

For special information concerning rates, time-schedules, &c., address

**W. TALBOT WALKER,**  
Ticket Agent, Norfolk, Va.

**J. C. DAME,**  
Southern Agent, Richmond, Va.

**C. E. YEATMAN,**  
Agent C. & O. Railway, Norfolk, Va.

**CONWAY R. HOWARD,**  
G. P. & T. A., Richmond, Va.

N. B.—It is believed that the Eastern (Peninsula) Connection from Richmond to Newports News, and the Western Connections from Huntingdon to Lexington, Ky., and from Ashland, Ky., to Portsmouth, O., now in progress of construction, will all be completed in the early Summer.

# VIRGINIA STEAMBOAT COMPANY.

STEAMERS "CITY OF RICHMOND" AND "ARIEL."

Cheapest and most comfortable route to

## RICHMOND AND ALL POINTS WEST,

VIA C. & O. RAILROAD.

Beautiful Views of Historic and War Scenery Along James River.

Steamer leaves **CLYDE'S WHARF** TRI-WEEKLY, touching at Portsmouth.

L. B. TATUM, Supt., Richmond.

J. W. McCARRICK, Agent, Norfolk.

### OUR PRESS.

THE well conducted newspapers of any city do more to aid its material progress in the march of business development than almost any other agency.

To the growth and importance of Norfolk our newspapers have contributed more than can be estimated. They have devoted their best endeavors toward acquainting our own and outside people with the great opportunities which nature has showered upon this section, and defined the means by which they have been made available.

THE NORFOLK VIRGINIAN, owned and edited by M. Glennan, Esq., is published every morning, except Mondays, corner Commerce and Main streets. Besides its daily and weekly issues, it has published three special editions, containing valuable and comprehensive statistics of Norfolk's trade; 10,000 copies of each issue were distributed gratuitously. THE VIRGINIAN is a vigorous advocate of Democratic principles and is a first-class journal.

THE NORFOLK LANDMARK, published daily and weekly, is edited by that distinguished Virginia Poet, Captain James Barron Hope. It is also an unflinching exponent of Democratic principles, and the pen of its gifted editor is at all times wielded for the best interests of the people it represents.

THE PUBLIC LEDGER is one of the best evening papers published in the State. Independent in politics, it is neutral in nothing. Colonel J. Rich'd Lewellen presides over the editorial department, and the paper is published by the firm of J. Rich'd Lewellen & Co., Walter A. Edwards and Joseph G. Fiveash being the partners.

The SUNDAY GAZETTE and the WEEKLY HERALD are two excellent weekly papers, the former is published by Messrs. W. W. Degge & Co., and the latter by Mr. W. S. Copes.

The PORTSMOUTH TIMES is a daily, THE VIRGINIA GRANGER and TIDEWATER TIMES are weeklies. Dr. J. M. Blanton, a conspicuous and able representative of the Grange interests in this section edits the three, the publishing being done by the Times Publishing Company, of which Mr. W. B. Wilder is the business manager. THE ENTERPRISE, another popular and enterprising Portsmouth daily, published in the Arcade Building, is owned and edited by John W. H. Porter, Esq.

# The Norfolk Landmark,

PUBLISHED DAILY, TRI-WEEKLY AND WEEKLY,

**CONTAINS ALL THE LATEST NEWS**  
**Transpiring in the World.**

It Has a Complete Corps of Reporters and Correspondents.

It Pays Especial Attention to Market Quotations,

And its Reports are thoroughly accurate and to be depended upon, as a number of merchants, both sellers and buyers, are visited daily to obtain the latest information as to changes in prices of all articles bought and sold in this market.

## RATES OF SUBSCRIPTION :

|                       | 3 mos. | 6 mos. | 12 mos. |
|-----------------------|--------|--------|---------|
| Daily, - - - - -      | \$1.50 | \$3.00 | \$5.00  |
| Tri-Weekly, - - - - - | -      | 2.00   | 3.00    |
| Weekly, - - - - -     | -      | 75     | 1.00    |

Parties sending us a club of nine subscribers to the Weekly one year will be sent one copy gratis.

Parties sending us a club of five subscribers to the Daily one year will be sent one paper for a year gratis.

## OUR JOB DEPARTMENT.

We have always on hand a large stock of **PAPER**, and the most complete assortment of **JOB TYPE** of any office in the State.

**Books Printed at Reasonable Rates**

**PRICES AS LOW AS THE LOWEST.**

**BINDING & RULING DONE AT LOW RATES.**

Orders by mail promptly attended to. Estimates cheerfully furnished and satisfaction guaranteed, or money refunded.

When in want give us a call. All communications should be addressed to

**LANDMARK.**  
**NORFOLK, VA.**

# THE PUBLIC LEDGER.

**THE PAPER FOR THE PEOPLE.**

Published every Afternoon, by J. Rich'd Lewellen & Co,  
**NORFOLK, VA.**

Independent on all subjects and is specially devoted to the local interests of Portsmouth and Norfolk, and to the boundless resources of Virginia.

As a local advertising medium it has no equal in this section, as it is read by all classes of people.

It gives telegraphic news from our State and National Capitols, with a resume of the general miscellany so important to the interests of readable newspapers.

**CASH TERMS OF SUBSCRIPTION :**

|                                      |            |
|--------------------------------------|------------|
| By Mail, postage prepaid, per annum, | \$4.00.    |
| City Subscribers, per annum,         | 4.50.      |
| Per Week,                            | TEN CENTS. |
| Single Copies,                       | TWO CENTS. |

# THE VIRGINIA GRANGER,

PUBLISHED AT PORTSMOUTH, VA.

**By the Times Publishing Company.**

Has a very large and daily increasing circulation, extending through Virginia, North Carolina, Tennessee and Georgia.

THE GRANGER is under the management of the Executive Committee of the State Grange, and is edited by **Dr. J. M. Blanton**, Grand Master of Virginia.

All communications should be addressed to

**W. B. WILDER**, Business Manager, P. O. Box 335.

# THE DAILY TIMES.

**PUBLISHED EVERY DAY EXCEPT MONDAY,**

**By the Times Publishing Co., Portsmouth, Va.,**

AND HAS A LARGER DAILY CIRCULATION IN PORTSMOUTH AND NORFOLK COUNTY THAN ANY OTHER DAILY PAPER.

**SUBSCRIPTION, \$5.00 PER YEAR.**

**Dr. J. M. BLANTON**, Editor.

**W. B. WILDER**, Business Manager.

ROBT. A. MARTIN.

ROBT. R. HILL.

A. G. M. MARTIN.

ESTABLISHED 1830.

(Without a Change in the Surname of the Senior Partner of the House since.)

**MARTIN, HILL & CO.,****Grocers and Commission Merchants,****No. 11 SYCAMORE STREET,****PETERSBURG, VA.**

Faithful personal attention given to the sale of Cotton, Tobacco, Peanuts, Wheat and Corn, and prompt returns made of the same. Orders for goods from reliable, punctual parties will be filled at reasonable prices, and on liberal terms. Liberal cash advances made; especially on produce in hand. Consignments respectfully solicited.

Reference—The character which our has enjoyed for OVER FIFTY YEARS.

**Norfolk Sunday Gazette.**

INDEPENDENT IN ALL THINGS;  
NEUTRAL IN NOTHING.

IS DELIVERED BY CARRIERS TO ALL PARTS OF NORFOLK,  
PORTSMOUTH, BERKLEY, ATLANTIC CITY  
AND BRAMBLETON.

**Circulates Extensively through Eastern North Carolina and Virginia.**

PRICE, POSTAGE PAID, ONE YEAR, \$2.00; SIX MONTHS, \$1.00.

A LARGE JOB PRINTING OFFICE

Attached, which will duplicate any prices south of Baltimore.

**THE TIDEWATER TIMES.**

PUBLISHED BY

THE TIMES PUBLISHING CO., EVERY MONDAY MORNING,  
**AT PORTSMOUTH, VA.**

The Tidewater Times is a handsome 28-column weekly, and is a fine advertising medium for Virginia and Eastern North Carolina.

Dr. J. M. BLANTON, Editor.

W. B. WILDER, Business Manager.

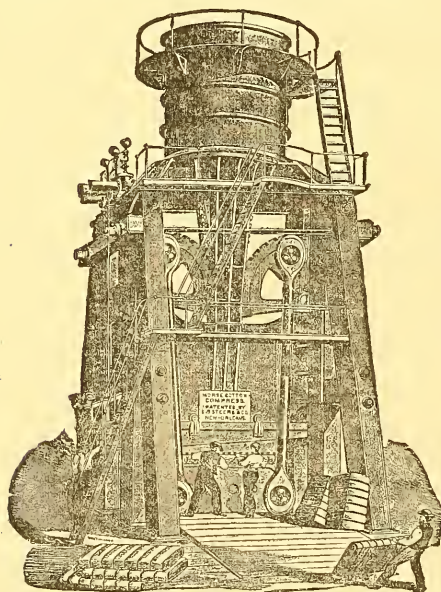
# SHIPPERS COMPRESS COMPANY, NORFOLK, VA.

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INCORPORATED 1881.

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AUTHORIZED CAPITAL \$500,000



**OFFICERS:**

BARTON MYERS, PRESIDENT.

CALDWELL HARDY,  
SECRETARY AND TREASURER.

JAS. W. GEROW, SUPERINTENDENT.

**DIRECTORS:**

WM. H. PETERS, P. S. GALATTI,

WM. J. DONALD, THOS. HARDY.

This Company is erecting Two "Morse" Cotton Compresses, of 2,500 tons pressure each, (the largest ever erected at this port,) one being located in Norfolk and the other upon Peters & Reed's Wharves, in Portsmouth.

On both of these sites ample Sheds and Warehouses are being erected, and all Cotton or other Merchandise entrusted to the care of the Company will be carefully protected.

Cotton will be compressed promptly at the lowest market rates, each Press having a capacity of 70 bales an hour.

Steamers and Sail Vessels always on berth for Liverpool, and for other Ports when required, by which any shipments of Cotton, Tobacco, Grain, Oil Cake, Timber, Manganese or other Merchandise, will be promptly forwarded at the lowest market rates of freight.

 Negotiable Warehouse and Compress Receipts issued for all Merchandise entrusted to the Custody of the Company.

Shipments to be forwarded should be marked care of

**SHIPPERS COMPRESS COMPANY,  
NORFOLK, VA.**

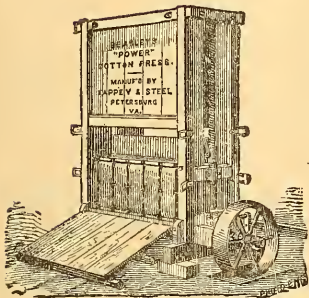
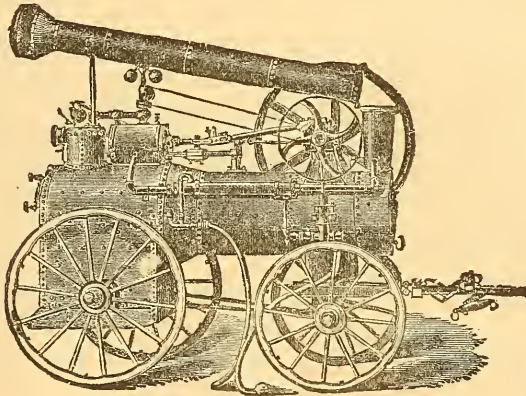
W. H. TAPPEY.

ALEX. STEEL.

# TAPPEY & STEEL,

MANUFACTURERS OF

## ENGINES, TOBACCO, HAY AND COTTON PRESSES,



Saw Mills, Grist Mills, Mill Irons,

**PLOWS,**

Iron and Brass Castings,

**PETERSBURG, VA.**

---

GOOD AND CHEAP SECOND-HAND

**BOILERS and ENGINES on hand.**

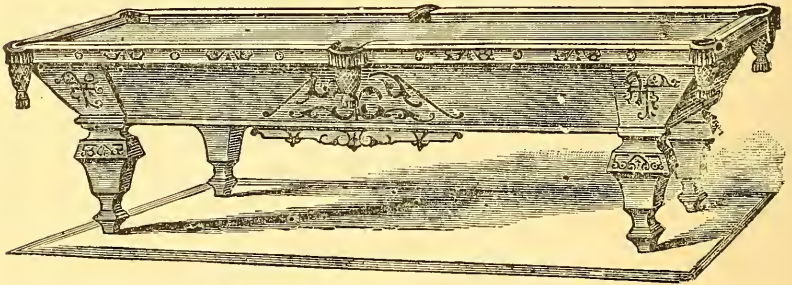
**J. G. TAYLOR & CO.,**

**MANUFACTURERS OF**

**Billiard Tables,**

**367 W. BALTIMORE STREET,**

**BALTIMORE, MD.**



*Carom, Pool, and Combination  
Billiard Tables.*

Pigeon-Hole, Jenny Lind, Bagatelle,  
Spinners and other Tables.

**BILLIARD GOODS**

OF FINEST QUALITY AND AT BOTTOM PRICES.

**OUR TABLES ARE WARRANTED**

**For Durability and Accuracy.**

**SEND FOR CIRCULARS AND PRICE LISTS.**



# BOSTON BELTING CO.,

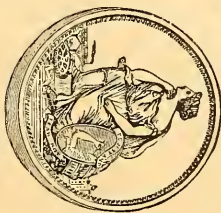
*The OLDEST Company in the UNITED STATES, with Works the LARGEST in the WORLD, devoted EXCLUSIVELY to the Manufacture of*

## Rubber Goods for Mechanical Uses.

INCORPORATED 1853.

GOLD AND SILVER MEDALS (HIGHEST PRIZES) AWARDED by the Massachusetts Charitable Mechanic Association for new and superior goods at their 13th Exhibition, in Boston, October, 1878.

Also, Diplomas and Medals of "SUPERIORITY" awarded by the American Institute, New York, 1879.



ORIGINAL MANUFACTURERS OF

PATENT STRETCHED SMOOTH SURFACE RUBBER BELTING, STEAM PACKING, ENGINE HOSE, Steam, Tanners' and Brewers' Hose, And INDIA RUBBER GOODS of Every Description.

### RUBBER LINED HOSE.

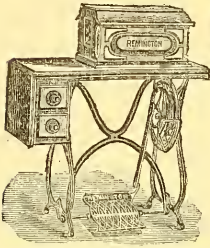
We make a specialty of LINING COTTON AND LINEN HOSE by a method patented by ourselves, which produces the very best results, and gives to the consumer the best rubber-lined hose in the market. Also, Rubber Hose for use in washing windows, walks, and for sprinkling lawns, etc. THE MOST RELIABLE HOSE MANUFACTURED.

189 to 195 Devonshire and 52 to 56 Arch Sts., Boston, and 70 Beade and 112 Duane St., N. Y.  
 E. S. CONVERSE, President. WM. H. FURBER, Treasurer and General Manager. J. B. FORSYTH, Manufacturing Agent.  
 Baltimore Agents, T. K. CAREY & CO., 22 South Charles Street.

# REMINGTON!



REMINGTON  
CREEDMOOR RIFLE.



THE NEW REMINGTON.

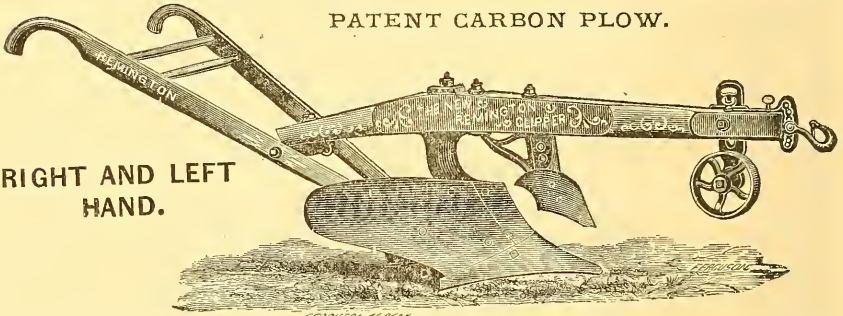
**GUNS, PISTOLS,**  
**AMMUNITION,**  
**Sewing Machines,**  
**AGRICULTURAL IMPLEMENTS,**

*&c., &c.*

## THE LATEST BOOM!

THE NEW REMINGTON CLIPPER

PATENT CARBON PLOW.



RIGHT AND LEFT  
HAND.

Our *hard* PATENT CARBON METAL PLOWS, by thorough practical test, have proved to be much superior to ordinary chilled iron plows, equally as hard, and much stronger, which enables us to make a LIGHTER PLOW of like capacity, and overcome the great objections of useless extra weight in handling to the farmer, and needless additional draft to the team.

Also Solid Steel Shovels, Scoops, Spades, Hoes,  
Forks, Rakes, Mowers, Wheel Rakes, &c.

Send for Catalogue.

**A. & A. G. ALFORD, Southern Agents,**  
21 S. HOWARD STREET, - BALTIMORE, MD.

# “Norfolk as a Business Centre; Its Principal Industries and Trades.”

—ILLUSTRATED.—

**This Work is Published Yearly  
At NORFOLK, VA.,  
By CARY W. JONES.**

Unanimously endorsed and recommended by both branches of the City Council.

It is devoted to the commercial and mercantile development of Norfolk, its patrons being the Leading Business Houses and Corporations of the city.

Its guaranteed minimum annual circulation is Fifteen Hundred Copies, distributed principally among the Merchants of Eastern Virginia, the Carolinas, Tennessee and Georgia.

For the information of patrons, the bonifide circulation is each year attested by official certificates.

Bankers, Merchants, Manufacturers and Business Men will find in it a durable, efficient and profitable medium of advertising through which the best Merchants in the South may be reached.

The contents of each volume form a concise *resume* of Norfolk's most important business interests; collectively, the volumes will be found to form a complete and valuable history, in detail, of the establishment and growth of the city and its Trades since 1682.

*Copies in Excess of the Fifteen Hundred  
Distributed Gratuitously  
can be had at*

**THE BOOKSTORES OF THE CITY,  
Or sent to any address, postage paid, for  
FIFTY CENTS EACH.**

**ADVERTISING RATES:**

|                   |         |                         |        |
|-------------------|---------|-------------------------|--------|
| 1 Page, - - - - - | \$25.00 | 1/2 Page, - - - - -     | \$7.50 |
| 1/2 " - - - - -   | 15.00   | Card, - - - - -         | 5.00   |
| 1/4 " - - - - -   | 9.00    | Including copy of book. |        |

Address all communications to

**CARY W. JONES,  
NORFOLK, VA.**

## LEADING BANKS, CORPORATIONS, BUSINESS HOUSES OF NORFOLK.

IN all business centres are to be found individuals and firms who have attained that prominence in business for which their competitors labored unsuccessfully. Some are in the beginning, possessed of large capital and everything favorable to the achievement of success, but through mismanagement, errors in judgment or some of the many hindrances to success, never become distinguished, except perhaps as failures; others with energy, enterprise and sterling integrity win their way until their names become synonyms of success. It would be a pleasure, if it were in the province of this work, to dwell at length and in detail upon the history of the houses here presented, but we can only mention very briefly the leading incidents connected with them, deferring, for a time, a more elaborate notice.

### THE EXCHANGE NATIONAL BANK

Is to-day one of the most prosperous and substantial moneyed institutions in the Southern States. The building, illustrated on pages 13 and 15, is strikingly handsome, its interior forming one commodious and elegant room, which is furnished with every accessory for expediting and simplifying the business of the bank. The authorized capital is \$500,000, of which \$300,000 is paid in; besides it has \$150,000 surplus. The bank is also the designated depository and financial agent of the United States. The officers are as follows: Hon. John B. Whitehead, President; James G. Bain, Vice President; George M. Bain, Jr., Cashier; James H. Toomer, Assistant Cashier. (See page 79.)

### THE CITIZENS' BANK

Was incorporated in 1867, and like its sister banks, has punctually declared dividends upon its capital stock, bespeaking for the institution an able and judicious management. The directory is composed of wealthy, influential men, who are yet actively engaged in business pursuits, and who appreciate the subject of finance in its most intricate phases. The building of the Citizens' Bank is shown in view of Main Street, page 8, being the second from right-hand corner. The officers are: Wm. H. Peters, President; Wm. W. Chamberlaine, Vice President; Walter H. Doyle, Cashier. (See page 78.)

### THE MARINE BANK

Was chartered, under our State laws, in June, 1872, and began business at 146 Main Street, subsequently the beautiful granite building, conspicuous in view of Main Street, page 8, was purchased, and its interior remodeled for the accommodation of the largely increased business of the bank. The officers and directors are men of acknowledged ability, and under their management the bank has taken high rank. The officers are: Col. Walter H. Taylor, President; Hugh N. Page, Acting Cashier. (See page 80.)

### BURRUSS SON & CO.

This is one of the oldest and most successful banking firms in the city, and in addition to the regular routine business of banking that of brokerage has become an important branch. The firm receives deposits, buys and sells bonds of every description, and deals in all classes of exchange. That magnificent brick building on the corner of Main and Atlantic Streets, shown in view on page 13, is the banking house of the firm. (See page 81.)

### THE HOME SAVINGS BANK

Is, as the name implies, a savings bank, and was established under charter in 1874. The cash capital of the bank is \$20,000, to which is added a surplus of \$3,000. The authorized capital is \$100,000. Since its organization it has afforded all classes an opportunity to accumulate their smallest earnings, and its success is a matter of congratulation. The building is illustrated on page 44. The officers are: George E. Bowden, President; George S. Oldfield, Vice President; H. C. Percy, Cashier, (See page 80.)

## THE BANK OF COMMERCE

Was organized under State charter July 1st, 1878, and the building (shown as third from the corner, on page 13) formerly owned by the People's National Bank, on Main at the head of Commerce Street, is devoted to its uses. The success of the Bank of Commerce has been commensurate with the rapid commercial advancement of the city. The officers are: James E. Barry, President; Wm. S. Wilkinson, Cashier. (See page 81.)

## THE NORFOLK TRUST COMPANY

Was chartered in 1868, and is among the oldest bank organizations in the city. The character of its business is the same as those mentioned. Col. Wm. B. Rogers is the President, and W. J. Young, Cashier. (See page 81.)

## EASTHAM, POWELL &amp; CO.,

## WHOLESALE GROCERS.

This firm occupies the large and splendid warehouse N. E. corner of Water and Commerce Streets, including Nos. 90 Water and 41 Commerce Streets, fronting on the former 40 and running back 130 feet on the latter. The building is three stories high, affording ample storage capacity. The present firm is composed of two members, Messrs. J. Eastham and E. T. Powell, who succeeded to the firm of Gwathmey, Dey & Powell, the latter having organized in 1871. Being identified with the second largest branch of business in Norfolk, and having an extensive trade in this section, the house stands to-day among the most prominent in Norfolk. (See page 72.)

## M. L. T. DAVIS &amp; CO.,

## WHOLESALE GROCERS,

Commenced business in 1865, on Roanoke Square, under firm style of Davis & Bro. After a few years the business of the firm had so increased as to render the provision of greater facilities for its accommodation necessary, when the warehouse S. E. corner of Water and Commerce Streets was built. This building has three floors and basement, 25x100 feet, with an addition in the rear forming an L. About the year 1874 Mr. B. D. Thomas, a former clerk, was admitted to a partnership, and the present firm style adopted. With every facility for the conduct of their business, the firm controls an extensive and excellent trade. (See page 73.)

## MCMENAMIN &amp; CO.,

## PACKERS,

Are operating at Hampton their spacious factory for the packing and hermetically sealing of canned goods in general, but particularly that of canned crab meat. They make a specialty of Fresh Deviled Crabs, as is shown by their advertisement on page 76. This is the meat of the fresh Hard Crab, carefully picked, nicely seasoned and packed in 1 and 2 pound cans; with each case of cans they send gratuitously a case of the original shells, so that no matter how far one may live from the coast, he may indulge in the luxury of fresh Deviled Crabs; or the shells may be dispensed with and the meat prepared in salads, stews, fries, etc. In this business they employ a fleet of 40 fishing boats, and in season operate 200 hands. Their goods are shipped to all parts of the world, and their popularity is shown by the certificates published elsewhere. Our own people are well acquainted with these goods, many prefer them to the Lobster, and it is only necessary for the uninitiated to partake once of a dish of McMenamin & Co.'s Deviled Crabs if they would experience an equal sense of appreciation. Our own and the principal wholesale grocers of this country and Europe supply the retail trade. (See page 76.)

## JAMES M. BUTT,

## RAILROAD, STEAMBOAT AND MACHINISTS' SUPPLIES.

This house was established in 1869, the firm name being Forbes, Butt & White, subsequently Forbes & Butt; the latter was dissolved in 1876 by the death of Mr. N. S. Forbes, Mr. James M. Butt succeeding to the business. At the store No. 5 Market square, which is three stories high, 25x70 feet, a large and well assorted stock of all goods pertaining to the business, is kept. Mr. Butt is also a member of the Portsmouth firm of Butt & Neville. The high standing and success of the house is unquestioned. (See page 88.)

## E. V. WHITE &amp; CO.,

## RAILROAD, STEAMBOAT AND MILL SUPPLIES.

The partners of this firm are Captain E. V. White and Charles Schroeder, both of whom are practical engineers. The partnership was formed in 1873, although the senior member had previously been in the business since 1866, entering in 1869 the Norfolk firm of Forbes, Butt & White, from which he withdrew in 1873 to form the present firm. The spirit of enterprise and business energy of the partners have combined to gain for the house a large and satisfactory trade, which continues to increase each year. (See page 89.)

## MAYER &amp; CO.,

## STEAMBOAT, MILL AND ENGINEERS' SUPPLIES.

The business of this house was established in January of this year, by E. L. Mayer, and the firm of Taylor, Elliott & Watters, the largest hardware establishment in the city. A new building, illustrated on page 25, was erected at 118 Water Street for the firm, and it contains a most complete stock of goods necessary for machinists, millers, engineers, or for use on steamboats and railroads. The senior partner is thoroughly familiar with the wants of Southern trade, having served eleven years apprenticeship in it. (See page 90.)

## LEKIES &amp; COLLINS,

## MANISTEE SAW MILLS.

Much, but not the half, has been said about the lumber interests of this section of Virginia. It is much larger than our meagre statistics would indicate, and every indication points to its still further development.

Among the leading firms engaged in the manufacture and shipment of lumber stands conspicuously that of LeKies & Collins, proprietors of the Manistee Mills, Berkley, illustrated on page 14. The partners are J. B. LeKies and S. Q. Collins, who originally conducted business at Snow Hill, Md., removing to Norfolk in 1872. Their mill premises cover 10 acres, has 875 feet water front, with two slips sufficiently large to accommodate eight vessels. The capacity of mill is 40,000 feet per day of 10 hours, but from selected logs 7,209 feet inch boards have been cut in an hour. Two hundred hands are employed in the mill and logging departments, and average stock of Lumber in yards amounts to 1,500,000 feet. Hauling is made easy by cars connecting different parts of the yard. (See page 94.)

## JAMES REID &amp; CO.,

## NORFOLK STEAM BAKERY.

This widely known establishment was started in 1856 by Mr. James Reid, and it has since become one of the staunchest manufactories in Norfolk, sending its products to all parts of the country. The Bakery employs the services of between 30 and 40 hands, and has capacity for 100 barrels of flour per day. The sales rooms of the firm are in that beautiful press brick building opposite Van Wyck's Academy of Music, and shown on page 28, just back of which, on Elizabeth Street, is the factory proper. The materials used at this establishment are always obtained from Norfolk dealers, thus reducing to practice the theory of "Home Patronage." James Reid, W. T. Nimmo and C. C. Reid are the partners. (See page 96.)

## WELLER &amp; CO.,

## PROPRIETORS WELLER'S PEANUT FACTORY.

This factory, illustrated on page 65, was built in 1878, is three stories high, fronting 50 feet on Water and Fayette Streets. To the upper floor Peanuts are sent, when received, by an endless elevator, one bushel at a time, at the rate of 150 bushels per hour. Here they are graded and dumped into hoppers, from thence they are carried through a succession of rubbers until their hulls are entirely free of dirt and polished. They are then carried by schutes to the second floor, where 60 or 70 persons are kept busy assorting the different qualities as they pass upon "carriers" to other schutes leading to the first or ground floors. Here they are received in bags, the bags sewed up, branded and made ready for shipment. The entire machinery used, except boilers and engines, was invented by Mr. B. F. Walters, of the firm. The other two partners are James Montgomery and T. A. Walters. The original firm name has been retained, although its membership has changed. During last year Messrs. Weller & Co. handled 100,000 bags, or 500,000 bushels of nuts, their shipments going to the extreme West and North-west. (See page 98.)

NOTTINGHAM & WRENN,  
ICE, COAL AND WOOD DEALERS.

The wharf known as Nottingham & Wrenn's, Atlantic City, fronts on property covering  $5\frac{1}{2}$  acres, with 330 feet deep water front and 614 feet depth, extending back to the bridge connecting the village of Atlantic City with Norfolk. The premises of the firm, which is composed of Thomas T. Nottingham and William A. Wrenn, and which was organized in 1876, contains the very best facilities for the accommodation of their immense trade in Ice, Coal and Wood. The ice house affords storage for 4,000 tons, and the coal yard is supplied with all grades of Coal. Five large oyster packing houses stand upon this property, among them that of the Union Oyster Company, the largest oyster packing concern in the United States. At Nos. 6 and 7 Campbell's wharf the firm has a branch office. (See page 191.)

WILLIAM LAMB & CO.,  
SHIP AND STEAMSHIP AGENTS.

This firm, which was established by its senior in November, 1865, has been long and successfully engaged in the foreign trade of Norfolk, chartering and loading vessels between American and foreign ports. The agencies of the "Liverpool, Memphis and Norfolk," "Allan" and "North German Lloyds" steamship lines are represented by the firm. The steamer "Ephesus," which was despatched by Messrs. Lamb & Co. from this port June 30th, 1866, for Liverpool with an assorted cargo of merchandise valued at \$183,140, was the first vessel sent out from Norfolk direct for a foreign port after the war. Since that time Messrs. Lamb & Co. have given almost their entire attention to their present business, developing a trade at Norfolk which now ranks third in importance to that of other ports in this country. Since the fall of 1876 the members of this firm have been William and Charles Lamb. In December, 1874, this house completed arrangements for the first through Bills of Lading from the West to Liverpool via Norfolk. The firm also represents the vice-consulates of Germany, Sweden and Norway. (See page 105.)

FREEMAN, LLOYD, MASON & DRYDEN,  
FERTILIZER MANUFACTURERS.

This firm began business in 1876 at Pocomoke City, Md., under the style of Freeman & Co. Last year a branch office was established at Higgins' wharf, in this city, and it is now under the personal direction of the senior partner. The factory at Pocomoke is two stories high, fronts 58 feet on Pocomoke river, running back 138 feet, and has storage room for 1,000 tons of guano. The capacity of the works is 50 tons per day, and thirty hands find regular employment. Since this firm has become in part a Norfolk one, its trade in Virginia and the South has grown wonderfully, the superior merits of Pocomoke fertilizers winning for them the highest appreciation among farmers and planters. (See page 109.)

CHARLES REID & SON,  
MANUFACTURERS OF STANDARD FERTILIZERS.

This house is one of the old landmarks of our city, having been founded in 1821. Besides being largely engaged in the manufacture of standard brands of fertilizers, such as "Farmers' Favorite" and "Farmers' Challenge," both of which are used by our farmers, who recognize in them purity and excellence, the firm does a general commission business, and deals largely in Staves, Treennails, etc. The earliest history of the firm was associated with the same trade, at one time the largest of the port. The partners are Charles Reid and George C. Reid. The first named is also President of the Board of Harbor Commissioners, and one of the oldest merchants continuously engaged in business in this city. The firm stands to-day, as it has always done, among the most enterprising and successful in Eastern Virginia. The firm's factory is on the Eastern Branch, about two miles from the city, but in response to the exigencies of trade another will soon be erected at the Gilmerton Lock, on the Dismal Swamp Canal, where additional facilities are abundant. (See page 110.)

THE UPSHUR GUANO COMPANY,  
MANUFACTURERS OF FERTILIZERS.

This is the first company of its kind, chartered (December, 1880) in Norfolk. It succeeded to and was the outgrowth of the business of its indefatigable president, Mr. C. L. Upshur, who began manufacturing, in a limited way, in 1876. Before Mr. Up-

shur's business merged into a stock company a factory had been built and successfully operated on Bain's wharf, Portsmouth, (see page 41) immediately on the water, and is still used by the Company, although part of the "Montalant" estate, just opposite the Navy Yard, has been secured where buildings suitable for all purposes, are being erected. When completed the works will have an annual capacity of 25,000 tons, giving employment to over fifty hands. The officers of the Company are: C. L. Upshur, President; E. N. Wilcox, Secretary and Treasurer; J. W. Perry, F. S. Taylor, H. B. Nichols and B. A. Marsden, Directors. (See page 111.)

#### J. B. CORPREW & CO.

##### WHOLESALE DRY GOODS AND NOTIONS.

This is the largest wholesale Dry Goods and Notion House in the city, its trade extending through Virginia, the Carolinas and Tennessee. The business of the house was established about eight years ago, the firm name undergoing several changes, but the present senior, Mr. John B. Corprew, has always been at its head. The symmetrical and elegant building on Commerce street, including numbers 42 and 44, is the property of the firm. The house fronts 70x60 feet, is three stories high, and on the first or ground floor heavy or bolt goods are kept, while the upper floors are occupied with a stock of notions not surpassed by that of any other business house in Virginia. (See page 118.)

#### PETER SMITH & CO.,

##### DEALERS IN DRY GOODS.

This is the leading retail dry goods house of the city, and through the firm's quick sale and small profit rule, it has gained the sobriquet of "The Leaders of Low Prices." Mr. Peter Smith founded the business in 1863, and for many years was alone in business. In 1876 he bought and thoroughly remodeled the building No. 144 Main Street, shown on page 47, in which the old firm of J. J. Bloodgood & Co. did at one time an immense business, making it more convenient, better fitted up and handsomer than any other used for similar purposes in the city. The store fronts 30 feet and has 160 feet depth, and is three stories high. The upper floors are used for wholesale purposes. In 1878 Mr. Cosmos F. Smith was admitted to the firm. (See page 119.)

#### PETERS & REED,

##### COMMISSION MERCHANTS, STAVE AND LUMBER DEALERS.

This house was established in the year 1855. The present partners are William H. Peters and Washington Reed. Its foreign and coastwise trade is large, and extends to the West India Islands, Liverpool and many Mediterranean ports. Besides the offices on Water Street, Norfolk, the firm controls on the Portsmouth side of the river superior storage and shipping facilities, owning wharf property fronting 226 feet on port warden's line, extending back 380 feet, with two slips, capable of accommodating large ocean steamers. This property is also connected with the S. & R. Railroad by tracks laid across and through its entire length. The exportation of Staves has been carried on successfully and largely by the firm, which is regarded as one of the most reliable and progressive in this city. (See page 123.)

#### S. A. STEVENS & CO.,

##### FURNITURE, CARPETING AND PIANOS.

This firm commenced business in 1864 at No. 8 Roanoke avenue, where the business was continued until its volume demanded additional facilities for its accommodation. In response to this demand the firm leased Johnson's Hall, occupying it until 1868, when the elegant and imposing structure corner of Main and Granby Streets was erected by the firm. This building, illustrated on page 24, is three stories high, fronting on Main Street 50 feet, and on Granby Street 130 feet, furnishing 27,000 square feet storage, not including the cellars. The building was recently greatly improved by the addition of the fourth floor and a French roof. The house contains the largest and finest stock to be found in any part of Virginia, including every variety of Furniture, Floor Coverings, Pianos, etc. It is the leading house of its kind in Norfolk. The partners are S. A. Stevens and Jerome S. Ames. (See page 125.)

#### UNIQUE MILLS,

##### T. B. ANDERSON & Co., PROPRIETORS.

The above Mill was built in 1877, as a Corn Mill, with 4 runs of 4 feet burrs, and in 1879 the best Wheat Machinery and 2 additional Burrs were put in for manufacturing



new Patent Process Flour. The building, 68 and 70 Water street, is of brick, contains four floors 50x55 feet square, and the average capacity of the mill is 50 barrels of Flour, 350 bushels Bolted Meal and 60 barrels of Pearl Hominy per day. They are kept going day and night. Messrs. Anderson & Co.'s most popular brands of Family Flour are the "Eldorado," "Ambrosia," and "Unique," besides which they manufacture several grades of Extra and Superfine. Situated conveniently to shipping by rail and water, and in the centre of the wholesale houses of the city, every trade facility is possessed by the firm. (See page 138.)

TAYLOR, ELLIOTT & WATTERS,  
HARDWARE.

This house was established in 1865 under the firm name of Taylor, Martin & Co. The gentlemen composing the present firm are Col. Walter H. Taylor, Thos. E. Elliott and James H. Watters. Their warehouse, which is illustrated on page 9, stands prominently at the corner of Main Street and Market Square. It fronts 21 feet, contains three floors and a cellar, and extends back 120 feet. When our people were just returning to their mercantile vocations in 1865, and all branches of trade were in a demoralized state, this house entered the field, and its success may be inferred from the fact that it is the largest and foremost Hardware establishment here, and equally as large as any in the State. (See page 141.)

ROWLAND BROS.,  
WHOLESALE GROCERS.

This is the oldest wholesale grocery house in Norfolk, having been established in 1806, it is now in its 75th year. Through all the commercial changes during that period, it has remained the same, except that with years it has increased in strength. Warehouses Nos. 12, 14 and 16 Rowland's wharf, three stories high, and situated in close proximity to the principal shipping, belong to and are occupied by the firm. (See page 74.)

WASHINGTON TAYLOR & CO.,  
WHOLESALE GROCERS,

Began business in 1874, at their present quarters, Nos. 14, 16 and 18 Commerce Street, and although the firm is in no sense old, it has succeeded in securing for itself a large and lucrative trade, taking at once its stand among the best wholesale establishments here. Besides handling all goods usually kept in wholesale grocery houses, the firm make a specialty of the sale of the celebrated "Hazard" Powder, which is known and appreciated by experienced sportsmen the world over. (See page 74.)

W. F. ALLEN & CO.,  
WHOLESALE GROCERS,

Commenced business in 1864. The partners, W. F. Allen and James T. Borum, are also members of the commission firm of Pearce, Allen & Borum, 20 and 22 Commerce Street. The firm's warehouse, corner of Water Street and Rothery's Lane, fronts 36x200 feet, embracing Nos. 99 Water Street and 18 to 30 Rothery's Lane, where abundant room is had for storing their large and varied stock. The firm is in the full enjoyment of an extensive trade, each season increasing it in volume. No changes have occurred in the firm since its original organization. (See page 75.)

T. A. WILLIAMS & DICKSON,  
WHOLESALE GROCERS.

The partners in this firm are Theoderick A. Williams and Wm. C. Dickson. The original firm name was T. A. Williams & Co., and Mr. Dickson was for several years a member of the firm, but the present style was not adopted until about January 1st, 1881. The old firm commenced business in 1868, and their warehouse, 2 and 4 Roanoke Square, illustrated on page 23, is splendidly adapted to its uses. With a keen appreciation of the wants of the trade, Messrs. T. A. Williams & Dickson have established themselves among the most progressive of our business firms. (See page 75.)

THE ELIZABETH IRON WORKS,  
CHARLES W. PETTIT, PROPRIETOR.

The business of these works was established by the present proprietor's father in 1854, at the old Gosport Iron Works, and subsequently removed to 280 and 282 Water Street. The property embraces a very large area, running through one block from Water to Main Streets, fronting 44 feet each way, and it has a depth of 290 feet. The different departments of the Elizabeth Iron Works are supplied with every imaginable kind of machinery necessary to the business. A large force of skillful mechanics is kept steadily employed in the model, boiler, foundry and other rooms. The reputation of the establishment for excellent work, secures for it extensive patronage in Virginia and North Carolina. (See page 83.)

W. A. GRAVES,

STEAM SECTIONAL MARINE RAILWAY, SAW AND PLANING MILLS.

The extensive property known as Graves' Ship-yard, comprising Nos. 209 to 223 Water Street, presents at all times one of the most active scenes to be found in this city. The railway has capacity for vessels of 900 tons register. About 75 caulkers and carpenters are regularly employed. During the year 1880 three steamers were built at this yard. The property fronts on the channel 220 feet and on Water Street 178 feet. Saw and planing mills are also on the premises, the former are fitted up with every improvement known to the business, including large band saws. The capacity of the mill is from 12,000 to 15,000 feet of boards per day. The business was established in 1840. (See page 83.)

JAMES POWER & CO.,  
IRON YARD AND METAL HOUSE.

This firm commenced business at its present stand, 26 and 28 Rowland's wharf, in 1867. The business of the house consists principally in the purchase and sale of new and second-hand Machinery, Metals, Chains, Anchors, etc. The purchase of old Wrecks, Steamers, Vessels, Mills, etc., is made a specialty. On page 58 their warehouse is illustrated. (See page 84.)

GEO. W. DUVAL & CO.,  
NORFOLK IRON WORKS.

This well known firm was organized in 1876, although the senior partner established himself in business in 1855. The partners are George W. Duval and W. H. Ridgwell. Their works are at the northeast corner of Water and Nebraska Streets, where they manufacture all classes of Machinery. Engines, Boilers, Mills, paying especial attention to every description of steamboat work. The famous Duval Patent Boiler Tube Ferrules are manufactured by them. (See page 85.)

W. A. ANDERSON,  
OLD ATLANTIC FOUNDRY.

Twelve years ago Mr. Anderson inaugurated the business which he now so successfully conducts at 206 Water Street. In 1876 he erected a substantial brick building, 60x50 feet, fronting on a yard 75x100 feet. Adjoining the Foundry is a 30 horse-power engine; and the establishment engages 12 hands. The heaviest casting made here in 1880, weighed 4,300 pounds. (See page 85.)

W. F. ALLEN,  
WHOLESALE LIQUORS.

With the growth of Norfolk, the business of this house has kept steady pace, until it is without a rival in the enjoyment of a profitable trade with Eastern Virginia and Carolina. Mr. Allen is also of the firm of W. F. Allen & Co., Wholesale Grocers. His stock at No. 90 Water Street, embraces Whiskies, Brandies, Gins, etc., of various makes and vintages, that are known and appreciated by the trade. (See page 91.)

BOOTH, CARMAN & CO.,  
SAW MILL.

This Mill is situated on the Berkeley side of the river, and adjoining the depot and wharves of the Elizabeth City and Norfolk Railroad. The members of the firm, which was formed in March, 1880, are A. W. Booth, J. L. Carman, J. H. Weemple and C. N. Simons. The second and third named are also of the firm of J. L. Carman & Co. The

mill's capacity is 6,500,000 feet per annum, and employs in all about 100 hands. Mr. Booth, with his office at 120 Liberty Street, New York, superintends the Eastern business of the firm, while the other partners attend to the manufacture of Lumber here. (See page 95.)

**J. L. CARMAN & CO.,**  
SAW MILL.

The partners in this firm are, as above stated, of the firm of Booth, Carman & Co. Messrs. J. L. Carman & Co.'s Mill is in Atlantic City, just east of the old Atlantic Iron Works, of which it was at one time a part. Extensive water front and wharf accommodations are among the many facilities controlled by the firm for the execution of its business. A specialty is made of Railroad Supplies and Extra Long Lumber. (See page 93.)

**S. N. BRICKHOUSE & CO.,**  
WHOLESALE BOOTS AND SHOES.

After 21 years active participation in the wholesale trade of this city by the present senior partner, the above firm began business in the massive brick building corner of Water and Commerce Streets (see illustration page 27), which is three stories high, 30x130 feet, in 1877. From the day of its inception to the present the firm has drawn a large and valuable patronage from the South. The entire stock is always obtained direct from the factories, and selected with special reference to the wants of the Virginia, North Carolina, South Carolina, Georgia and Tennessee trade, and offered at prices identical with those of Boston or the East. (See page 99.)

**McBLAIR & CO.,**  
COAL DEALERS.

Messrs. McBlair & Co.'s Coal Yard, situated on the Portsmouth side of the harbor, next to the Ferry Dock, fronts 200 feet on Port Warden's line, and runs back 270 feet. Centrally located, it affords unsurpassed facilities for loading or discharging cargoes; the largest ocean steamers find ample room and water at the wharves. The firm began business in May, 1879, and last year handled between 6,000 and 8,000 tons of Coal. (See page 105.)

**REYNOLDS BROS.,**  
GENERAL MERCHANTS AND SHIPPERS.

This is one of the most enterprising firms engaged in the Foreign trade on the South Atlantic Coast, and it may be said that the Foreign trade of Norfolk has been developed through its enterprise and untiring zeal. The partners are William D. and Henry S. Reynolds, who formed the firm of Reynolds Bros. in 1867, when our export trade was in its infancy. The firm are extensive shippers of Cotton to Liverpool, and a specialty is made of importing Salt. The first steamship cleared by the Messrs. Reynolds was the "Brazilian," which left this port for Liverpool in January, 1867, with a cargo of Cotton, Corn, Tobacco, of an aggregate value of \$330,000. During the seasons from 1875 to 1879 the firm loaded 130 steamships and sailing vessels for Foreign ports. The wharves and offices of the firm are at Town Point, West end of Water Street, in close proximity to the Cotton centre of the city. The Seaboard Cotton Press, shown on page 7, is the property of this firm, as is also the property known as the "Cotton Exchange Building." In Liverpool, England, the business of the firm is transacted at No. 7 Rinford Street. (See page 106.)

**MYERS & CO.,**  
STEAMSHIP AGENTS AND SHIP BROKERS.

This house was established in 1786 under the name of Moses Myers & Sons, and it did a huge business with the West Indies and the North of Europe, owning (for those days) large vessels. In 1812 the senior partner became Vice Consul for France, and the firm Frederick Myers & Bros., the senior was then Consul for the Netherlands and Vice Consul for Brazil. At his death in 1832 Mr. Myer Myers succeeded him in these Consulates, and the firm continued in his name until 1840, when his nephew, Moses Myers, was admitted as a partner and the style changed to Myers & Co. In 1856 Mr. Myer Myers became Vice Consul of Great Britain, succeeding the novelist G. P. R. James, and was in turn succeeded by Mr. Barton Myers in 1877 in the Vice Consulates of Great Britain, Netherlands and Brazil. The business of the house has, through the growth of years, become extensive and important. (See page 106.)

GEORGE W. DEY & SON,  
INSURANCE AGENTS.

At this agency, 117 Main Street, companies of acknowledged wealth and financial strength are represented, including the Liverpool, London and Globe, whose total assets are \$32,000,000 in gold, and which is the only Foreign Fire Insurance Company owning real estate in Virginia. These companies adjust their losses promptly, and give to the insured guaranteed indemnity against loss.

ATLANTIC HOTEL,  
R. S. DODSON, PROPRIETOR.

This magnificent structure stands at the corner of Main and Granby Streets, as shown on page 17. The building fronts on Granby Street 208 feet, has two Ls 140 and 100 feet, the latter, which is on Main Street, is now receiving an addition of 115 feet, making its Main Street front 7 feet greater than that on Granby Street. Three hundred guests find accommodations in the present building. Two passenger elevators connect the different floors, besides wide and easy rising stairways lead from pit to roof in several parts of the house. Mr. Dodson has made the Atlantic the *palace* hotel of the South; certainly none in the cities of this State equal it. The house is furnished with gas made upon the premises from a machine having capacity of 3,000 feet per day. Mr. Dodson was at the well known Maltby House, Baltimore, from 1856 to 1859, the Fountain from 1859 to 1869, and at the Herdic House, Williamport, and Minnequa Springs, Pa., from 1869 to 1871, when he moved to Norfolk. He also leased the Ocean View Hotel last season. (See page 115.)

PURCELL HOUSE,  
R. T. JAMES, PROPRIETOR.

This was originally the old and popular National Hotel, distinguished for its excellences then, as it is now; although the building has been so thoroughly improved and altered that it does not resemble its former self except in size. The changes have modernized and beautified it. It is to-day one of the best furnished and most comfortable hotels anywhere, affording every convenience, while the cuisine is of the very best character. Mr. R. T. James, present proprietor, assumed the proprietorship in the Fall of 1878, and under his direction the house was refurnished and fitted up. Electric call bells, elevators and nicely carpeted wide stairways connect the five floors. The house has accommodations for 250 guests. Illustrated on page 55. (See page 116.)

JORDAN HOUSE,  
AMOS P. JORDAN, PROPRIETOR,

No. 30 Market Square, was opened January 1st, 1878, and is conducted on the American and European plans. Mr. Jordan, the proprietor, is an experienced caterer and he has made his house popular with a large number of people who visit the city. The prices of the house are low, while the table is supplied with everything in season. (See page 116.)

HYGEIA HOTEL, OLD POINT,  
H. PHOEBUS.

When we speak of a Summer resort we do not intend always to convey the idea that it is a pleasure or health resort, but when we mention the Hygeia Hotel, at Old Point, we mean both. It is also a splendid Winter sanitarium, and the house is never without a very large number of guests from January to December. It has 21,000 square feet of verandas encircling the house, 6,000 feet are encased in glass for the special use of guests who prefer seeing the breeze to feeling it. An illustration on page 49 shows a distant view of the hotel, and on pages 66-7 and 115 its advantages are partly enumerated.

WALKE & WILLIAMS,  
DRUGS, PAINTS AND OILS.

This firm, composed of Dr. F. A. Walke and J. N. Williams, succeeded to the old established business of A. E. Wilson & Co., Roanoke Avenue and Water Street, in 1874. The house does a large wholesale trade in Virginia and North Carolina, supplying country, merchants and physicians with everything they need in Drugs, Paints, Oils, etc. (See page 120.)

M. A. & C. A. SANTOS,  
DRUGS, PAINTS, OIL, ETC.

Founded in 1819, this house is now in its 62d year; venerable in years, youthful in its vigor, maintaining its position among the leading and successful enterprises of to-day. The large and handsome store shown on page 43, corner of Main and Atlantic Streets, is filled with the richest and most elegant articles usually kept in our best Drug Stores. Apart from articles of a Medicinal nature, Toilet and Fancy Articles in large variety are kept in stock and sold to the wholesale and retail trade at Northern or Eastern prices. The store fronts on Main 25 and on Atlantic Street 120 feet. (See page 121.)

J. W. PERRY,

COTTON FACTOR AND COMMISSION MERCHANT,

Entered the Commission business in May, 1877, and succeeded to the firms of G. W. McGlaughon & Co., McGlaughon & Norman, and McGlaughon & Perry, the last named dissolving in 1879. His warehouse, on Tunis' Wharf, is in close proximity to rail and water transportation and 1,600 bales of Cotton can be easily stored in it. The sale of Cotton is a special feature of the business, which is wholly Commission. (See page 131.)

DOBIE & COOKE,

GENERAL COMMISSION MERCHANTS.

Partners R. A. Dobie, M. T. and A. M. Cooke Firm organized in August, 1878, but the senior partner had been for 15 years previous in same business, part of the time with Gwathmey Bros. & Co., New York, and W. W. Gwathmey & Co., Norfolk. From 1873 to 1878 he was of the firm of Gwathmey & Dobie. The present house is a large receiver of Grain, and controls the trade formerly enjoyed by John James, Esq. Building illustrated on page 33. (See page 131.)

PEARCE, ALLEN & BORUM,

COTTON FACTORS AND COMMISSION MERCHANTS.

Messrs. S. F. Pearce, Wm. F. Allen and Jas. T. Borum, the two last named who are also partners under firm style of W. F. Allen & Co., Wholesale Grocers, constitute this firm, which was formed in 1878. The senior partner has been in the Commission business here 10 years. Their warehouse, including Nos. 20 and 22 Commerce Street, is 40x70 feet, three stories high, and supplies convenient and abundant storage. The house pays special attention to the sale of Cotton, Grain, Lumber, Peanuts and Produce generally. (See page 132.)

JONES, LEE & CO.,

COTTON FACTORS AND COMMISSION MERCHANTS.

The partners of this firm are W. M. Jones, P. H. and I. P. Lee. The first two were previously partners and the latter an employee of the firm of Savage, Jones & Lee, whom they succeeded in business in 1879. The original firm was established in 1870. The firm's warehouse, on Rothery's Wharf, fronts 60 feet and extends in the rear 220 feet, with ample accommodations for storing 1,500 bales of Cotton. The business of the firm is strictly Commission. (See page 132.)

A. TREDWELL & CO.,

COTTON FACTORS,

Whose office is in the Cotton Exchange Building, are successors to the firm of Tredwell & Mallory and Tredwell, Mallory & King; the latter was dissolved in August, 1880. Mr. A. Tredwell was for many years associated with the houses of Jno. B. Neal & Co., and Baker, Neal & Shepard, and was also Secretary of the Merchants' and Mechanics' Exchange in 1872. Their office is admirably situated near the Cotton centre of the city, where every facility in the Commission business can be had. (See page 133.)

THE NORFOLK KNITTING AND COTTON MANUFACTURING CO.

This is the pioneer enterprise of its kind in Norfolk, and its success has been established beyond all doubt. The factory at Atlantic City was destroyed August 31st, 1880, but it has been rebuilt, furnished with new and greatly improved machinery, the capital stock has been increased and the establishment will in a few days renew its operations. Gent's Merino Underware for the wholesale trade is made at the factory. The officers of the company are: Barton Myers, President; George M. Bain, Jr., Treasurer; Geo. McBlair, Secretary; H. N. Burdick, Superintendent. (See page 134.)

C. HALL WINDSOR,  
BOOKS, STATIONERY, ETC.

The assortment of goods displayed at this store exceeds in quality and completeness that of any other in the city. The place, No. 5 Bank Street, is the popular resort of all who desire to obtain fine Stationery, Blank Books, etc., for merchants, students or ladies. (See page 135.)

NORFOLK CITY MILLS,  
LYMAN & Co., PROPRIETORS.

This mill is located on Smith's Creek, just within the corporation limits of the city. It is fitted up with one 100 horse power engine, 7 runs of burrs and 3 sets of rolls for manufacturing new process flour. Its capacity is equal to 100 barrels of flour, 500 bushels of meal per day. This property was at one time owned by the late firm of George K. Goodridge & Co. The commodious warehouse of the firm is upon Hardy's wharf, where cargoes can be cheaply and quickly handled. Lyman & Co.'s principal brands of flour are the "Old Dominion," and "Purity," both of which equal the Minnesota brands established 20 years ago. The partners are N. E. Lyman, J. M. Lyman, C. G. Lyman and B. S. Cook. (See page 139.)

J. Z. LOWE,  
WHOLESALE AND RERAIL GROCER.

Occupies building southeast corner Union Street and Market Square, including Nos. 1, 3 and 5 Union Street and 13 and 15 Market Square, where he carries a fine assortment of Family Groceries, Ship Stores, Wines, Liquors, etc., adapted to a first class trade. (See page 77.)

GEORGE L. CROW,  
STOVES AND TINWARE.

This house was established in 1836, and upon the death of its founder, Mr. S. S. Peed assumed control of the business, the original name being maintained. The general trade of the house is in Stoves, Tinware, House Furnishings and the manufacture of all goods in that line. (See page 86.)

GEORGE TAIT,  
SEEDSMAN.

In the year 1869 Colonel George Tait founded the seed business which he now so successfully conducts at No. 7 Market Square. All seeds offered by this house are grown especially for it in Germany, England, France, Canada and parts of the United States, all orders being given just one year in advance of delivery. Purity and vitality are the two chief merits claimed for Tait's seed, and with 33 years practical experience the means by which these two important elements may be secured are thoroughly understood. (See page 87.)

JOSEPH KLEPPER,  
RHINE WINE ROOMS AND SUMMER GARDEN,

This establishment, 143 and 145 Church Street, so well known to frequenters of local places of resort and amusement, has recently undergone many improvements. The main and billiard halls (the latter the best in the city), beautifully frescoed, and the entire premises, covering an area of 6,000 square feet, put in complete order for the Summer season. The different departments are connected by lattice walled walks, and the billiard room is so constructed that it can be closed tightly in Winter, or its sides changed into lattice work in Summer. Orchestration concerts, upon one of the finest instruments of its kind in the South, are given each evening, and instrumental entertainments at intervals through the week. (See page 92.)

H. R. WOODIS,  
WINES, LIQUORS, CIGARS, ETC.

At No. 8 Bank Street Mr. Woodis offers a select and elegant stock of goods, comprising the finest Imported and Domestic Wines, Liquors, Cigars, Condiments, etc. The place is favorably known as the "Tip-Top" Wine and Liquor Store. (See page 93.)

JOHN VERMILLION,  
WINES, CIGARS, ETC.

The large and varied assortment of Imported Wines, Cigars, Porter, Ale, etc., kept in stock at the above store. No. 4 Granby Street, under the Atlantic Hotel, is of the best quality and manufacture. The purest goods only are kept. With a full line of select customers Mr. Vermillion's business enjoys an excellent trade. (See page 93.)

JOHNSTON & BRO.,  
SHIP BROKERS AND AGENTS.

The offices of this firm are at 76 Water Street, where a large business in chartering and supplying vessels for coastwise trade is transacted. This house has been for many years identified with the extensive coastwise shipping interests of Norfolk. (See page 107.)

J. O. GAMAGE,  
BUILDERS' MATERIAL.

The above business was founded in 1865, when our people were just beginning to recover from the terrible effects of war, and it has become an established success. Mr. Gamage's facilities for supplying all classes of Building Material are unsurpassed. At his warehouse, 100 and 102 Water Street, he carries a large and varied stock. (See page 107.)

A. M. VAUGHAN & SON,  
INSURANCE AGENTS,

Represent at their Agency, 96 Main Street, reliable Foreign, Domestic Fire, Life and Marine Insurance Companies. With an established line of Insurance and perfectly solvent Companies, they do an extensive business. (See page 112.)

JAMES L. CORLEY,  
INSURANCE AGENT,

Whose office is at 128 Main Street, Citizens' Bank Building, has been identified with the insurance business many years, and represents companies having combined assets valued at over \$70,000,000. With good companies and equitable rates, Colonel Corley has established a prosperous agency, drawing his patronage from the best business men and firms of Norfolk. (See page 113.)

W. T. HYSLOP,  
CIGARS AND TOBACCO.

At this cigar factory, opposite Van Wyck's Academy of Music, the celebrated "Eclipse," "Transit," "Hyslop's Favorite" and other brands of cigars, known and appreciated by lovers of the weed are manufactured. Here also is kept the best qualities and varieties of smokers' articles and chewing tobacco. (See page 117.)

JOHN W. BURROW,  
WHOLESALE DRUGGIST.

This house is also one of the leaders in its line of business, and enjoys a select and extensive trade in the South. Special inducements are offered by it to country physicians and the trade generally. (See page 121.)

B. A. RICHARDSON,  
PAINTS, OILS, GLASS, ARTISTS AND COACH MATERIALS.

After many years experience as a practical painter, Mr. Richardson began business at 50 Roanoke Avenue, where he makes a specialty of furnishing dealers and consumers with first quality materials, separately or mixed. His Improved Elastic Roof Paint is acknowledged the best in the market. (See page 121.)

C. T. JORDAN & BRO.,  
CLOTHING AND GENTS' FURNISHINGS.

This firm, composed of C. T. and A. E. Jordan, succeeded the original firm of C. T. & L. W. Jordan, at 124 Main Street. Besides carrying a fine stock of ready-made Men's and Children's Clothing and Gents' Furnishing Goods, the house represents the tailoring establishments of Jessup & Co. and Devlin & Co., New York. (See page 124.)

JOHN DORAN,  
FURNITURE AND CARPETS.

This furniture and carpet house was opened at 155 and 157 Church Street, opposite St. Paul's Church, in January, 1880. The two stores occupied are three stories high, front 55 and depth 80 feet. The stock usually embraces Furniture, Carpets, Oil Cloths, Mirrors, Window Shades, etc. The installment department is made a specialty, and goods are sold to local purchasers on weekly payments. (See page 127.)

HILDRETH'S FURNITURE DEPOT.

This establishment is located at 42 Roanoke Avenue, where a large and varied assortment of all kinds of Furniture for the parlor, chamber or drawing room can be had upon liberal terms. (See page 126.)

GOODRIDGE, FIELD & CO.,  
COMMISSION MERCHANTS, GRAIN AND FLOUR DEALERS.

This firm succeeded George K. Goodridge & Co., of which Mr. C. A. Field was a member. That firm began business in 1867. The present partners, C. A. Field and E. M. Goodridge, became associated together in the business in 1877. At 22 Roanoke Dock they do a general commission business, principally in Grain and Flour, receiving large consignments from the West. (See page 130.)

SAVAGE, SON & CO.,  
COTTON FACTORS.

Col. A. Savage, formerly of Savage, Jones & Lee, L. J. Savage and Thomas A. Jones compose the membership of this firm, whose office is in Gwathmey's building, Town Point. The firm was organized in 1879, upon the dissolution of the firm alluded to. They control warehouse accommodations for 1,500 bales of cotton. (See page 133.)

QUACKENBUSH, DEWITT & CO.,  
COMMISSION MERCHANTS.

Messrs. J. V. P. Quackenbush and Cornelius deWitt are the partners in this firm. They do a general commission and brokerage business at No. 9 Commerce Street. (See page 133.)

PULLER & DUNCAN,  
COMMISSION MERCHANTS.

In May, 1880, Messrs. Samuel D. Puller and James F. Duncan began the commission business at Nos. 11 and 13 Roanoke Dock. They, too, do a brokerage business, making the sale of flour a specialty. (See page 133.)

W. T. BARRON & CO.,  
TAG MANUFACTURERS.

Under patents invented and owned by this firm, the manufacture of a most admirable Tag has for several years been carried on very extensively. The Tag is strong, safe, simple, easily used and cheap, its qualities commending it to shippers and merchants everywhere. (See page 137.)

J. H. CALROW,  
ARCHITECT.

Some of the handsomest and best buildings in this city were designed and their erection superintended by this gentleman. The Masonic Temple and Van Wyck's Academy of Music stand conspicuously among the number. Throughout the South Mr. C. enjoys a reputation second to no Southern architect, and his work is finding its way in distant sections of the country.

THAYER'S STABLES.  
JAMES W. THAYER, PROPRIETOR.

These are the popular hiring stables of Norfolk, where can be had Horses, Buggies, Carriages and every description of vehicle, from the ordinary wagon to the handsomest and newest style Carriage. A specialty is made of furnishing weddings, private parties and funerals. The property illustrated on page 31 comprises two brick buildings on Atlantic Street. Business commenced in 1857. (See page 142.)



## J. A. KENNEDY &amp; CO.'S CITY EXPRESS.

Through a corps of energetic agents, this local express firm is doing an extensive business. In connection with the transportation lines of the city, upon which they keep reliable agents, passengers and baggage are always called for or delivered to any part of the city, and carriages or omnibuses furnished on call. (See page 147.)

## RAWLINS, WHITEHURST &amp; CO.,

## ICE DEALERS.

Partners, Wm. Rawlins, C. H. Whitehurst, J. M. Haynes, H. A. De Witt and Ira D. Sturgis. In 1869 the firm of Rawlins, Baum & Co. was organized, the present firm succeeding to the business in 1874. The three last mentioned partners look after the firm's business in Maine. They handle between 8,000 and 10,000 tons of Ice per season and ship as far South as Cuba. Their city trade requires the use of 6 wagons, and they make a specialty of furnishing the fisheries in this State and North Carolina. Situated conveniently to the different water and land transportation lines their shipping facilities are unsurpassed. (See inside back cover.)

## LUTHER SHELDON,

## SASH, DOORS AND BLINDS

The business of this house, which was established in 1870, has grown to be very extensive and far-reaching. The building illustrated on page 20, now occupied by Mr. Sheldon, runs from No. 49 Roanoke Avenue, through the centre of the block to 16 West Side Market Square; contains four floors, including basement, 25x200 feet, with elevators, speaking tubes and phones connecting the different stories. The establishment is the largest of its kind in this section, and it represents the controlling agencies of large manufacturing mills. (See inside front cover.)

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*NOTE—For corporations and firms not mentioned here see general index.*

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## TAPPEY &amp; STEEL,

MANUFACTURERS OF ENGINES, BOILERS, COTTON PRESSES, TOBACCO PRESSES, ETC.,  
PETERSBURG, VA.

This is the largest house of its kind in Petersburg, having been many years engaged in the manufacture of Engines, Boilers, Cotton and Tobacco Presses, etc. The two leading articles manufactured by it are the "Ball" Cotton and the "Tappay" Tobacco Presses, which are extensively used in the Southern States, being preferred, by the most successful planters, to all others. The partners are Wm. H. Tappay and Alex. Steel. Their large and commodious establishment includes a number of buildings and covers a large area on Washington Street, opposite Jarratt's Hotel. (See page 167.)

## MARTIN, HILL &amp; CO.,

COMMISSION MERCHANTS, PETERSBURG, VA.

This old and reputable house was established in 1830, since which time a Martin has continued at its head. After a successful career of over 50 years it stands at the head of the Commission firms of the city in which it does business. With ample capital and experience, justified by the best of tests, success, it offers its services for the sale or purchase of Produce or goods on Commission. The partners are Robt. A. Martin, Robt. R. Hill and A. G. M. Martin. (See page 165.)

## J. G. TAYLOR &amp; CO.,

BILLIARD TABLE MANUFACTURERS, BALTIMORE.

The success of this house and its rapid growth in popular favor has not been equaled by that of any other in the same business in the Southern States. Messrs. Taylor & Co.'s Billiard Tables are known and appreciated for their durability, elegance of finish, elasticity of cushions and general workmanship. Recently Messrs. Taylor & Co. moved their manufactory and salesrooms to 367 West Baltimore Street, nearly opposite the Eutaw House, where space and location are excellently adapted to the requirements of their business. (See page 168.)

## A. &amp; A. G. ALFORD,

AGRICULTURAL IMPLEMENTS, SEWING MACHINES AND FIRE ARMS, BALTIMORE.

Messrs. A. & A. G. Alford, whose establishment is at 21 south Howard Street, Baltimore, are agents for the world renowned Remington, Agricultural and Fire Arm Company of Ilion, N. Y. The firms' building, which has just been completed, is five stories high, exclusive of cellars, 30x70 feet, and is one of the many elegant and imposing structures recently erected in that city. Mr. A. G. Alford has charge of this extensive business, and his acquaintance with the Southern trade enables him to appreciate its needs. Steel Plows, Sewing Machines, Fire Arms, Type Writers, Printing Presses, and the best quality of Agricultural Implements constitute the firm's principal stock, which is unequalled in Baltimore. Not only with the South, but with all parts of Canada, South America, Europe and Africa this house enjoys a large and satisfactory trade. (See page 170.)

## BOSTON BELTING CO.,

MANUFACTURES OF RUBBER GOODS, BOSTON, MASS.

The Boston Belting Co. is the oldest and by far the largest company in the United States, devoted to the manufacture of Rubber Goods. It was organized in 1845 and incorporated in 1855, and at the various mechanical exhibitions held in this country the merits of its goods have invariably secured for them the highest awards by medal or diploma. The specialties of the company are too numerous to mention here, but they include every article made of rubber for mechanical uses. The officers of the company are : E. S. Converse, President ; Wm. H. Furber, Treasurer and General Manager ; J. B. Forsyth, Manufacturing Agent, with principal offices 189-195 Devonshire, 52-56 Arch Streets, Boston, and 70 Reade and 112 Duane Streets, New York. (See page 169.)

## W. T. BLACKWELL &amp; CO.,

PROPRIETORS BLACKWELL'S GREAT TOBACCO FACTORY, DURHAM, N. C.

DURHAM is in the southeastern part of Orange county, on the North Carolina Railroad, 26 miles west of Raleigh and 55 miles east of Greensboro. Orange county is situated on the eastern limit of what is known as the "Golden Belt" or "bright" Tobacco region of North Carolina, which is universally conceded to be the *finest Tobacco growing* region in the world. W. T. Blackwell & Co. commenced business in Durham in the year 1869, their factory then being a small, roughly constructed frame building. They manufactured then only the now world-wide known "Genuine Durham (Bull) Smoking Tobacco." Their factory now is the largest of its kind known in this or any other country on the globe. It is a most substantial brick building, four stories high with basement, with a front of 200 feet, and two wings running back 160 feet each, to the rear. In addition to the manufacture of the "Genuine Durham Tobacco" they have recently commenced the manufacture of Durham Long Cut and Cigarettes, which have already made a reputation for first-class quality and manufacture unsurpassed by any other similar manufacture in this country. Their sales for 1880 approximated four million pounds of Smoking Tobacco alone, to say nothing of the immense quantities of Cigarettes that have found their way, by their own merits, to all the larger markets of this country, besides quantities being shipped to various foreign countries. They will not allow any manufacturers anywhere to put up similar goods to theirs, of better stock, or in any more superior style. They have, in connection with their factory, the largest printing office in the State, doing all of their own printing, besides a good deal for other parties in and out of the State. They are now constructing a bag factory, 104x25 feet, which will give employment to 250 hands additional to their present force, which numbers 600. They are also boring an Artesian well, the first enterprise of the sort in North Carolina. They propose and intend during the year 1881 to sell six million pounds of Smoking Tobacco and fifty millions of Cigarettes. DURHAM in 1865 had scarcely 100 inhabitants. Now, including the immediate vicinity, there are about 4,000 souls. This rapid growth never would have occurred but for the grand and magnificent success of W. T. BLACKWELL & Co. (See back outside cover.)

# GENERAL INDEX.

|  | Page          | Page                                    |                                 |
|--|---------------|---|---------------------------------|
| Agriculture .....                          | 60            | Eastern North Carolina .....            | 33                              |
| Albemarle Sound.....                       | 33, 34        | Elizabeth City & Norfolk Railroad.....  | 46                              |
| Albemarle & Chesapeake Canal.....          | 34, 35        | Elizabeth River .....                   | 9, 31                           |
| Allan Line.....                            | 20            | Exports.....                            | 12, 24, 102, 103, 104, 129, 130 |
| Asylums .....                              | 65            | Exports by Articles and Values, 1865-   |                                 |
| Atlantic City .....                        | 8             | '80 .....                               | 104                             |
| Atlantic Coast Line .....                  | 45            | Fertilizers.....                        | 59, 107 108                     |
| Atlantic, Mississippi and Ohio R.R.....    | 33-44         | First Cotton Press.....                 | 15                              |
| Norfolk & Western R.R.....                 | 38, 44        | Flour and Grist Mills .....             | 137                             |
| Banks and Bankers.....                     | 62, 77, 78    | Foreign Trade.....                      | 12, 29, 102, 104, 129, 130      |
| Baltimore (The) Steam Packet Co.,          |               | Fortress Monroe.....                    | 66                              |
| (Bay Line).....                            | 37, 145       | Fort Norfolk.....                       | 52                              |
| Berkley .....                              | 8             | Furniture and Carpets.....              | 124                             |
| Board of Trade.....                        | 52            | Grain.....                              | 24, 41, 51, 52                  |
| Bonded Warehouse .....                     | 15            | Grain Elevators.....                    | 43                              |
| Books and Stationery .....                 | 134           | Grand Trans-Atlantic Trans. Co.....     | 52                              |
| Boots and Shoes.....                       | 99            | Grand Union Depot .....                 | 52                              |
| Brambleton .....                           | 8             | Groceries .....                         | 71                              |
| Builders' Materials.....                   | 107           | Guano Manufacturers and Importers.....  | 108                             |
| Buildings .....                            | 139, 140      | Hampton .....                           | 67                              |
| Canton (The) Inside Line.....              | 145           | Hampton Normal School.....              | 67                              |
| Canals.....                                | 33, 37        | Hampton Reads .....                     | 9, 51                           |
| Capes.....                                 | 33            | Harbor Commission .....                 | 53, 54                          |
| Channel Approaches .....                   | 8             | Hardware .....                          | 140                             |
| Charities.....                             | 64            | Health.....                             | 55                              |
| Chesapeake & Ohio Railroad .....           | 48, 52        | "Hollies, The".....                     | 67                              |
| Churches.....                              | 63            | Hospitals.....                          | 64                              |
| City Finances and Bonds.....               | 62            | Hotels .....                            | 113, 114                        |
| Clearing House.....                        | 77            | Hygeia Hotel.....                       | 67                              |
| Climate .....                              | 66            | Immigration.....                        | 25, 31                          |
| Clyde (The) Lines.....                     | 37, 146       | Immigration Depot.....                  | 52, 53                          |
| Comparison of Cotton Markets .....         | 130           | Imports .....                           | 12-20                           |
| Coastwise Shipping.....                    | 103           | Improvement of Norfolk Harbor.....      | 53, 54                          |
| Coal and Wood.....                         | 100           | Improvement (City) Commission.....      | 54                              |
| Commission .....                           | 128, 129, 130 | Indian Corn .....                       | 24                              |
| Consolidation of Municipalities.....       | 64            | Inland and Seaboard (The) Coasting Co., |                                 |
| Corn .....                                 | 11            | Washington Line.....                    | 37, 146                         |
| Cotton.....                                |               | Insurance .....                         | 112                             |
| 11, 14, 17, 21, 26, 102, 103, 104, 128-130 |               | International Commercial Co., of        |                                 |
| Cotton Exchange.....                       | 11, 30, 52    | Norfolk.....                            | 18, 19                          |
| Cotton Buyers.....                         | 21, 23        | Iron Works.....                         | 82                              |
| Cotton Compresses.....                     | 15, 22, 128   | James River.....                        | 9                               |
| Cove and Currituck Sounds .....            | 34            | Jute .....                              | 58, 59                          |
| Custom House.....                          | 64            | Leading business houses of Norfolk..... | 172-186                         |
| Directions for getting Staves and Head-    |               | Legislative Aid to Immigration.....     | 31                              |
| ings .....                                 | 122           | Liverpool, Memphis and Norfolk S. S.    |                                 |
| Dismal (The) Swamp.....                    | 68            | Line .....                              | 2                               |
| Dismal (The) Swamp Canal Co.....           | 35, 36, 37    | Lumber.....                             | 60, 93                          |
| Drainage .....                             | 55            | Manufactories.....                      | 57                              |
| Drugs, Paints and Oils.....                | 120           | Manganese Ore.....                      | 27                              |
| Dry Goods and Notions.....                 | 117           | Marine Railways.....                    | 82                              |

|   | Page.        |  | Page.            |
|---|--------------|--|------------------|
| Maury, Com. M. F.....                                   | 28           | Real Estate.....                                       | 139, 140         |
| Memphis and Liverpool.....                              | 21           | Receipts of Cotton, 21 years.....                      | 129              |
| Merchants' and Mechanics' Exchange.....                 | 12           | Rip-Raps.....  | 9, 66            |
| Merchants' and Miners' (The) 'Transportation Co.....    | 38, 144, 145 | Roanoke, Norfolk and Baltimore (The) Steamboat Co..... | 147              |
| Nansemond River.....                                    | 9            | Shell Roads.....                                       | 60               |
| Newport News.....                                       | 9, 50-2      | Saw and Planing Mills.....                             | 92, 93           |
| Norfolk's Commercial Ally.....                          | 33           | Seaboard Air Line.....                                 | 45, 46           |
| Norfolk Harbor.....                                     | 8, 9, 10     | Seaboard and Roanoke R.R. Co.....                      | 44, 46           |
| " Geographically.....                                   | 8, 31        | Seawell's Point.....                                   | 52               |
| " "Towne".....  | 6            | Sectional Dry Dock.....                                | 59, 60           |
| Norfolk and Petersburg R.R.....                         | 13           | Secret Orders.....                                     | 64               |
| Norfolk and Flushing.....                               | 28           | Seedsmen.....  | 86               |
| Norfolk as an <i>Entrepot</i> for the West.....         | 30, 31       | Shenandoah Valley Railroad Co.....                     | 42               |
| Norfolk and Western Railroad.....                       | 38, 44       | Shippers (The) Compress Co.....                        | 128              |
| Norfolk's "Castle Garden and Bowery".....               | 52           | Ship Building.....                                     | 59, 60           |
| Norfolk's Railroad Connections.....                     | 38, 52       | Ship Timber.....                                       | 59, 122          |
| Norfolk's "Locust Point".....                           | 51           | Ship Channel, between Smith's and Newton's Creeks..... | 55, 56           |
| Norfolk and Princess Anne R.R.....                      | 47           | South Atlantic Steamship Line.....                     | 21               |
| Norfolk's Total Annual Business.....                    | 62           | Soldiers' Home.....                                    | 67               |
| Norfolk and Baltimore.....                              | 52           | Springfield, Jackson and Pomeroy Railroad Co.....      | 50               |
| Norfolk People.....                                     | 62           | Staves.....  | 23, 24, 121, 122 |
| Norfolk Knitting and Cotton Manufacturing Co.....       | 57           | Steamship Ben Franklin.....                            | 55, 57           |
| North Carolina Sounds.....                              | 33, 34       | Steamship Brazilian.....                               | 17               |
| North Carolina Lines.....                               | 146, 147     | Steamship Ontario.....                                 | 20               |
| North Landing River.....                                | 34           | Steamboat and Steamship Lines.....                     | 143-147          |
| Ocean View.....   | 66           | Steam Bakeries.....                                    | 95               |
| Ocean View Railroad.....                                | 47           | St. Paul's Church.....                                 | 63               |
| Oil Cake, The Manufacture of.....                       | 59           | St. Vincent DePaul Hospital.....                       | 64               |
| Old Dominion (The) Steamship Co.,                       | 37, 143, 144 | Stoves and Tinware.....                                | 85, 86           |
| Old Point Comfort.....                                  | 9, 66        | Taxes.....   | 62               |
| Our - Press.....  | 64, 162      | Timber.....  | 27               |
| Pamlico Sound.....                                      | 34           | Tobacco.....   | 17               |
| Park.....   | 66           | Tonnage.....   | 26, 104          |
| Peanuts.....  | 61, 97       | Trade Area.....  | 62               |
| Population.....   | 65           | Trade Convention of 1868.....                          | 18               |
| Portsmouth.....   | 8            | Trucking.....  | 60, 61           |
| Post Office.....  | 64           | Van Wyck's Academy of Music.....                       | 65               |
| Purchase of A. M. & O. R.R.....                         | 41, 42       | Virginia's Seaport City.....                           | 32               |
| Places of Amusement.....                                | 66           | Virginia (The) Steamboat Co.....                       | 37, 146          |
| Pleasure Resorts.....                                   | 65, 66       | Virginia and Tenn. Air Line.....                       | 40               |
| Princess Anne County.....                               | 48           | Water Works.....                                       | 57               |
| Railroads.....  | 21, 38, 52   | Wharves.....   | 54, 57           |
| Railroad, Steamboat, Mill and Machinists' Supplies..... | 87           | Wines and Liquors.....                                 | 91               |
|   |              | Yorktown Centennial.....                               | 68               |

## INDEX TO ILLUSTRATIONS.

|                                     | Page.   |                                      | Page. |
|-------------------------------------|---------|--------------------------------------|-------|
| Academy and Library Building.....   | 34      | Citizens' Bank.....                  | 8     |
| Albemarle and Chesapeake Canal Lock | 39      | City Hall.....                       | 12    |
| Atlantic Hotel—R. S. Dodson.....    | 17      | Commerce Street, Water to Main Sts.. | 27    |
| Bank of Commerce.....               | 13, 27  | Corprew, J. B. & Co.'s.....          | 27    |
| Bird's Eye View of City.....        | (Inset) | Cotton Exchange.....                 | 53    |
| Boston Steamers' Wharf.....         | 69      | Davis, M. L. T. & Co.'s.....         | 19    |
| Brickhouse, S. N. & Co.'s.....      | 27      | Disciples' Church.....               | 11    |
| Burruss, Son & Co.'s.....           | 13      | Dobie & Cooke's.....                 | 33    |

|  | Page.  |  | Page    |
|--|--------|--|---------|
| Eastham, Powell & Co.'s.....             | 27     | Santos, M. A. & C. A.....                | 13, 43  |
| Exchange National Bank.....              | 13, 15 | Seaboard Cotton Press.....               | 7       |
| Fire Department.....                     | 29     | Section of Water Front.....              | 69      |
| Harbor.....                              | 10, 67 | Sheldon's, Luther.....                   | 20      |
| Home Savings' Bank.....                  | 44     | Smith, Peter & Co.'s.....                | 47      |
| Hospital St. Vincent de Paul.....        | 22     | St. Mary's Church.....                   | 32      |
| Hygeia Hotel, Old Point.....             | 49     | St. Paul's Church.....                   | 26      |
| Liverpool Steamer's Wharf.....           | 69     | Stevens, S. A. & Co.'s.....              | 24      |
| Main Street, west from Church.....       | 63     | Taylor, Elliott & Watter's.....          | 9       |
| Main St., N. side, Bank to Atlantic..... | 8      | Thayer's Stables.....                    | 31      |
| Main St., N. side, Atlantic to Commerce  | 13     | Unique Mill's—T. B. Anderson & Co...     | 16      |
| Manistee Saw Mills, LeKies & Collins..   | 14     | Upshur Guano Co.....                     | 41      |
| Marine Bank.....                         | 8      | U. S. Custom House.....                  | 6       |
| Market Square.....                       | 30     | U. S. Naval Hospital.....                | 18      |
| Masonic Temple.....                      | 21     | U. S. Signal Office.....                 | 13      |
| Mayer & Co.'s.....                       | 25     | Van Wyek's Academy of Music..... (Inset) |         |
| Norfolk Telephone Exchange.....          | 8      | Virginian Building and Departments       | (Inset) |
| Norfolk Steam Bakery—James Reid          | 28     | Washington Steamer's Wharf.....          | 69      |
| & Co.....                                | 28     | Water Commissioners' Building.....       | 29      |
| Post Office.....                         | 6      | Water Street, east from Commerce.....    | 19      |
| Power, James & Co.'s.....                | 58     | Weller & Co.'s.....                      | 65      |
| Public Ledger.....                       | 8      | Williams, T. A. & Dickson's.....         | 23      |
| Purcell House.....                       | 55     |  |         |

## BIRD'S-EYE VIEW OF NORFOLK.

This view clearly demonstrates the magnificent location of Norfolk, and its wonderful advantages as a maritime city; the area of water front, wharf property, and points where extensive improvements have been, are being, and may yet be made by capitalists who seek such investments as will return enormous profits, and at the same time afford the most absolute security. This map has been made at considerable expense to the publisher of this work, believing that the citizens of Norfolk would appreciate the very great benefit that will accrue to the city from its circulation.

The locations designated on the view are explained by the following corresponding numbers.

- |                                   |   |
|-----------------------------------|---|
| 1 City Hall.                      | 23 Norfolk Knitting and Cotton Manufacturing Company's Factory. |
| 2 Custom House.                   | 24 St. Paul's Church.   |
| 3 Atlantic Hotel.                 | 25 Thayer's Stables.  |
| 4 Police Headquarters.            | 27 Van Wyek's Academy of Music.                                 |
| 5 Cotton Exchange.                | 28 Hospital St. Vincent de Paul.                                |
| 6 Market Square.                  | 29 Fire Department Building.                                    |
| 7 Norfolk Iron Works.             | 30 Taylor, Elliott & Watters'.                                  |
| 8 Elizabeth Iron Works.           | 31 Norfolk Virginian,   |
| 9 Va. and Tenn. Air Line Offices. | 32 Public Ledger.   |
| 10 Exchange National Bank.        | 33 Norfolk Landmark.  |
| 11 Charles Reid & Son's.          | 34 T. A. Williams & Dickson's.                                  |
| 12 Upshur Guano Co.'s.            | 35 Rowland Bros.'   |
| 13 Eastham, Powell & Co.'s.       | 36 Freeman, Lloyd, Mason & Dryden's.                            |
| 14 M. L. T. Davis & Co.'s.        | 37 Weller & Co.'s.  |
| 15 Library Association.           | 38 Naval Anchorage  |
| 16 S. A. Stevens & Co.'s.         | 39 Washington Taylor & Co.'s.                                   |
| 17 City Gas Works.                | 40 Purcell House.   |
| 18 Jordan House.                  | 41 Wm. Lamb & Co.'s.  |
| 19 City Almshouse.                | 41 Chesapeake and Ohio R.R. Office.                             |
| 20 James Reid & Co.'s.            | 43 Luther Sheldon's.  |
| 21 Cemeteries.                    | 44 A. & C. Canal Offices.                                       |
| 22 W. F. Allen & Co.'s.           |   |

## INDEX TO ADVERTISEMENTS.

|   | Page. |  | Page. |
|---|-------|--|-------|
| Allen, W. F.....                              | 91    | LeKies & Collins—Manistee Saw Mills      | 94    |
| Allen, W. F. & Co.....                        | 75    | Liverpool, London & Globe Ins. Co.....   | 113   |
| Albemarle and Chesapeake Canal Co.....        | 154   | Lowe, John Z.....                        | 77    |
| Alford, A. & A. G.....                        | 179   | Marine (The) Bank.....                   | 80    |
| Atlantic (The Great) Coast Line.....          | 158   | Martin, Hill & Co.....                   | 165   |
| Atlantic Hotel, R. S. Dodson.....             | 114   | Mayer & Co.....                          | 90    |
| Baker, John C.....                            | 136   | Merchants' & Miners' Trans. Co.....      | 148   |
| Baltimore Steam Packet Co., Bay Line.....     | 151   | McBlair & Co.....                        | 100   |
| Bank (The) of Commerce.....                   | 81    | McMenamin & Co.....                      | 76    |
| Barron, W. T. & Co.....                       | 137   | Myers & Co.....                          | 106   |
| Blackwell, W. T. & Co., (outside back cover.) |       | Norfolk as a Business Centre (adv.)..... | 171   |
| Booth, Carman & Co.....                       | 95    | Norfolk City Mills—Lyman & Co.....       | 139   |
| Borland & Frooke.....                         | 136   | Norfolk (The) Landmark—James Bar-        |       |
| Boston Belting Co.....                        |       | ron Hope & Co.....                       | 163   |
| Boston and Providence Steamship Co.....       | 148   | Norfolk Iron Works—Geo. W. Duval         |       |
| Brickhouse, Smith N. & Co.....                | 99    | & Co.....                                | 85    |
| Burrow, John W.....                           | 121   | Norfolk (The) Knitting and Cotton        |       |
| Burruss Son & Co.....                         | 81    | Manufacturing Co.....                    | 134   |
| Butt, James M.....                            | 88    | Norfolk Steam Bakery—James Reid          |       |
| Calrow, J. H.....                             | 140   | & Co.....                                | 96    |
| Carman, J. L. & Co.....                       | 93    | Norfolk Sunday Gazette.....              | 165   |
| Citizens' (The) Bank.....                     | 78    | Norfolk (The) Trust Co.....              | 81    |
| Corley James L.....                           | 113   | Norfolk (The) Virginian—M. Glennan       |       |
| Cornue J. B. & Co.....                        | 118   | (Inset.)                                 |       |
| Crow, George L.....                           | 86    | Norfolk (The) & Western Railroad.....    | 156   |
| Chesapeake (The) & Ohio Railway.....          | 161   | Norfolk (The) & Western Railroad         |       |
| Clyde's Steam Lines.....                      | 150   | Ticket Office.....                       | 159   |
| Davis, M. L. T. & Co.....                     | 73    | North Carolina Steam Lines.....          | 155   |
| Dey, George W. & Son.....                     | 113   | Nottingham & Wrenn.....                  | 101   |
| Dismal Swamp Canal Co.....                    | 155   | Old Atlantic Foundry—W. A. Ander-        |       |
| Dobie & Cooke.....                            | 131   | son.....                                 | 85    |
| Doran, John.....                              | 127   | O'd Dominion Steamship Company.....      | 152   |
| Eastham, Powell & Co.....                     | 72    | Pearce, Allen & Borum.....               | 132   |
| Elizabeth City and Norfolk Railroad.....      | 160   | Perry, J. W.....                         | 131   |
| Exchange (The) National Bank.....             | 79    | Peters & Reed.....                       | 123   |
| Elizabeth Iron Works, C. W. Pettit.....       | 83    | Portsmouth (The) Daily Times.....        | 164   |
| Freeman, Lloyd, Mason & Dryden.....           | 109   | Power, Jas. & Co.....                    | 84    |
| Gamage, John O.....                           | 107   | Public (The) Ledger.....                 | 164   |
| Goodridge, Field & Co.....                    | 130   | Puller & Duncan.....                     | 133   |
| Graves, W. A.....                             | 83    | Purcell House—R. T. James.....           | 116   |
| Harmanson & Heath.....                        | 135   | Quackenbush, de Witt & Co.....           | 133   |
| Hildreth's Furniture Depot.....               | 126   | Rawlins, Whitelurst & Co—Inside back     |       |
| Home (The) Savings Bank.....                  | 80    | cover.                                   |       |
| Hygeia Hotel, Old Point—H. Phocbus.....       | 115   | Reid, Charles & Son.....                 | 110   |
| Hyslop, W. T.....                             | 117   | Reynolds Brothers.....                   | 106   |
| Johnston & Bro.....                           | 107   | Richardson, B. A.....                    | 121   |
| Jones, Lee & Co.....                          | 132   | Romoke, Norfolk & Baltimore Steam-       |       |
| Jordan, C. T. & Bro.....                      | 124   | boat Co.....                             | 153   |
| Jordan House—Amos P. Jordan.....              | 116   | Rowland Brothers.....                    | 74    |
| Kennedy, J. A. & Co - City Express.....       | 147   | Santos, W. A. & C. A.....                | 121   |
| Kerr, James A.....                            | 136   | Savage, Son & Co.....                    | 133   |
| Klepper, Joseph.....                          | 92    | Saunders, Jas. T.....                    | 136   |
| Lamb, William & Co.....                       | 105   | Seaboard Air Line.....                   | 157   |
|   |       | Sheldon, Luther—Inside front cover.      |       |

|  | Page. |                                      | Page. |
|--|-------|--------------------------------------|-------|
| Shippers (The) Compress Company.....   | 166   | Virginia Steamboat Co.—James River   |       |
| Smith & Co., Peter ..                  | 119   | Line.....                            | 162   |
| Stevens, S. A. & Co.....               | 125   | Virginia and Tennessee Air Line..... | 162   |
| Tait, George.....                      | 87    | Walke & Old.....                     | 135   |
| Tappey & Steel .....                   | 167   | Walke & Williams .....               | 120   |
| Taylor, Elliott & Watters .....        | 141   | Washington Steamers—Inland & Sea-    |       |
| Taylor, J. G. & Co.....                | 168   | board Coasting Co.....               | 149   |
| Taylor, Washington & Co .....          | 74    | Weller & Co .....                    | 98    |
| Thayer, James W .....                  | 144   | White & Garnett.....                 | 135   |
| Tidewater (The) Times.....             | 165   | White, E. V. & Co.....               | 89    |
| Tredwell, A. & Co.....                 | 133   | Williams, T. A. & Dickson .....      | 75    |
| Unique Mills—T. B. Anderson & Co...138 |       | Windsor, C. Hall.....                | 135   |
| Upshur Guano Co .....                  | 111   | Woodis, H. R.....                    | 92    |
| Vaughan, A. M. & Son.....              | 112   | Woodhouse, H. F.....                 | 136   |
| Vermillion, John.....                  | 92    | Worthington, H. L .....              | 136   |
| Virginia (The) Granger.....            | 164   |                                      |       |





1865---1881

# THE NORFOLK VIRGINIAN.



Cor. MAIN AND COMMERCE STREETS.

PUBLISHED  
DAILY AND WEEKLY.

M. GLENNAN, Owner.

NORFOLK, VA.

# NEWSPAPER ADVERTISING THE BEST MEDIUM TO SUCCESS.

---

Success depends upon the selection of proper mediums and persistency. The best medium in our judgment is a good newspaper.—GILMAN, COLLAMORE & Co.

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We have tried almost every medium in advertising and long ago became convinced that the results were largely in favor of newspapers.—IRVIN, BLAKEMAN, TAYLOR & Co.

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Advertise largely in first-class newspapers and you are bound to do a trade.—ELRICH & Co.

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Of all the methods open to the merchant for advertising his business, an experience of nearly half a century enables us to unhesitatingly declare in favor of the newspaper. It is, without exception, the most economical, persistent, painstaking and successful canvasser any business firm can secure.—LORD & TAYLOR.

---

I have spent thousands of dollars in advertising in all the old and new fangled methods and have long been satisfied that if a man tells the truth in the newspaper, he is sure to get ample return for his money.—J. H. JOHNSON.

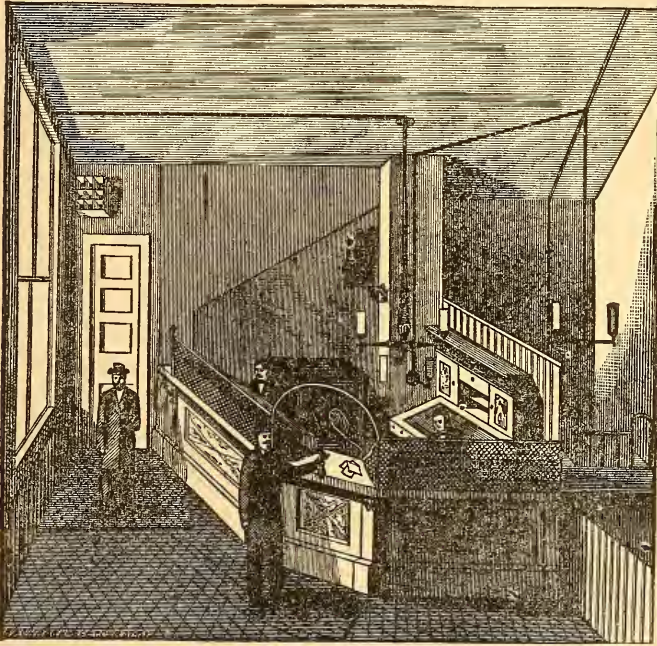
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ADVERTISE IN THE VIRGINIAN.

# THE NORFOLK VIRGINIAN.

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The first number of the VIRGINIAN was issued November 21st, 1865, by Messrs. G. A. Sykes & Co. A. M. Keiley, Esq., and Captain James Barron Hope were the Editors, and the late Holt Wilson, Esq., had charge of the Local Department. Col. J. Richard Lewellen was the business manager.



COUNTING ROOM.

The office was then located on Main Street, opposite the Exchange National Bank, now Hoffman's Dyeing Establishment. The prospectus set forth that "apart from the usual features of journalism, we design that the VIRGINIAN should be specially devoted to the advancement of the prosperity of Norfolk and her sister city, and the large section of Virginia whose interests are common with them." Five months after the first issue a change in the ownership and staff occurred, an interest in the paper having been purchased by Col. Lewellen. Capt. Hope and Mr. Wilson retired from the paper, and Col. William E. Cameron assumed the Editorship. Some months afterwards a new company was formed, consisting of Col. J. R. Lewellen, Solomon Hodges, Edward H. Hodges, T. B. Ruffin and J. C. Adkisson, under the

firm name of J. R. Lewellen & Co. In November, 1866, Col. Lewellen withdrew in order to take charge of the publication of the *Norfolk Journal*. His interest was purchased by the remaining partners and the firm name was changed to S. Hodges & Co., with J. Marshall Hanna as Editor.

In January, 1867, the management of the paper was tendered to M. Glennan, Esq., (then only in his twenty-second year) and on the 17th of the month he entered upon the discharge of the duties of the position. The new firm made their purchase of the VIRGINIAN on a capital of FIFTY FIVE DOLLARS, the total amount of spare change in their pockets, and the terms of the agreement were, that the entire purchase money should be paid in two years, in equal weekly installments, and a failure to meet any one of the payments would be considered a forfeiture and the payments made looked upon as only so much rent. Mr. Hanna retiring from the Editorship after a service of a few months, the position was offered to and accepted by Capt. Hope. In November, 1867, Mr. Glennan purchased an interest in the paper, and on August 1st, 1868, the office was removed to Nos. 56 and 58 Roanoke Avenue, a building erected expressly for the purpose, enlarged quarters being required in order to meet the increased business demands of the paper. On February 19, 1870, Mr. Sol. Hodges disposed of his interest to the other members of the company, and the firm name was changed to Glennan, Ruffin & Co. In the following year Mr. Edward H. Hodges, on account of failing health, sold his interest, and on December 14, 1872, Mr. Glennan purchased the interest of Mr. T. B. Ruffin, and the firm name was changed to Glennan & Adkisson. On 1st October, 1873, Capt. Hope retired from the editorship of THE VIRGINIAN, in order to enter upon the same duties on THE LANDMARK, with which paper he was likewise connected as principal owner. Capt. John Hampden Chamberlayne was selected to fill the vacancy. The business of the paper having steadily increased, it was found necessary either to seek new quarters or improve the premises then occupied, and the owners of the property assenting to the latter in consideration of a renewal of the lease, then expiring, for a new term of six years, a new story was added to the building for the special use of the composing room of the newspaper department, the job room occupying the entire second floor. This improvement was completed in the latter part of 1873. On 11th of March, 1876 Capt. Chamberlayne retired from the paper, in order to commence the publication of his paper, THE STATE, in Richmond. Capt. John S. Tucker was tendered and accepted the editorship. On March 24th, 1876, Mr. J. C. Adkisson disposed of his interest to Mr. Glennan, in consequence of which the latter became sole owner of the paper.

In June, 1878, Mr. Glennan, finding that the increased business of THE VIRGINIAN required more commodious quarters and greater facilities, and at the same time wishing a more central and convenient location, purchased the large and splendidly-built four story brick building on the S. E. corner of Main and Commerce streets, then known as the Goode House. This lo-

cation is in the very business centre of the city, on the principal thoroughfare, and in the immediate vicinity of the Post Office, banks and banking houses, telegraph offices, &c. Immediate steps were taken to improve it. The entire interior of the building was changed, the lower fronts on Commerce and Main Streets remodelled by putting in a handsome open front. The two lower floors were divided into stores and offices from which a revenue could be derived, not alone to pay the interest on the investment, but also materially assist in reducing the principal. The corner office on the ground floor, was reserved for the counting-room of THE VIRGINIAN. The



EDITORIAL ROOMS.

two upper stories were devoted entirely to the mechanical departments of the office. The composing, stereotyping and drying rooms occupying the upper story, and the extensive job room and bindery the third floor. On this floor is also located the editorial rooms and private office. In the rear of the main building was erected the press and engine room, and connecting the press room with the composing and job rooms is an elevator used for lowering and hoisting the newspaper and job forms. Every store, office and work room in the building is supplied with water, and water closets for the needs of tenants and employees are placed on each floor. Every convenience and improvement for the rapid dispatch of business was introduced. Even the gas that supplies the building is manufactured on the premises. Nothing was overlooked that would tend to facilitate work and add to comfort. The

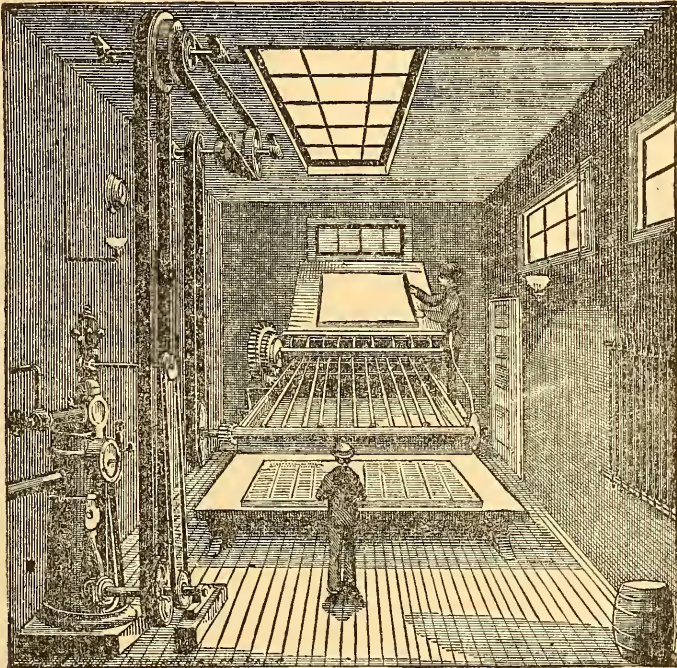
purchase and improvements, including the cost of a magnificent press, built expressly for THE VIRGINIAN and capable of printing two papers at a time, were made at an outlay of nearly twenty thousand dollars. On the first of January, 1879, the new quarters were formally occupied, the entire removal of all the effects from the old office having been made the day previous, without a break in the usual business, and the event was celebrated by the issue of an eight-page paper, giving a full record of the local events of the previous year, a history of our municipal government, and a review of the city's trade. The illustrations will give a very accurate idea of THE VIRGINIAN BUILDING and some of its work rooms. On the 31st of March, 1880, Capt. Tucker retired from the Editorship, which department has since been conducted by Mr. Glennan.

Such in brief is the sketch of the business career of THE VIRGINIAN. It is a record of successful journalism unparalleled in history of the press of the South. And while its success as a business venture has been recognized so also has its influence as a leading journal been conceded. In all matters relating the advancement and prosperity of Norfolk its opinions have been respected, and in the advocacy of all measures that tended to develop the great natural resources of Virginia, its record has been most enviable. Its establishment found Norfolk occupying "the last place among the great Atlantic ports." Now Norfolk occupies a proud position and ranks as the second cotton port of the country. Then military rule "foreign to the genius of our government, and utterly incompatible with liberty," held sway in the Commonwealth, now we enjoy the blessings of "Home Rule," and during the last decade Virginia has shown an increase in population of nearly three hundred and fifty thousand. Her vast mineral wealth is being rapidly developed, agriculture is largely and profitably engaged in, railroads are extending in every direction, steamboat lines have been and are being established, and on every hand, and on every side we have evidences of wonderful enterprise, and witness the cheering results of thrift and progress.

During its career, THE VIRGINIAN has consistently supported the cardinal principles and leading measures of the National Democratic Party, believing the success of that party best calculated to promote the prosperity of all sections of our common country. It has insisted upon reform in all branches of the public service and economy in the administration of National, State and Local Government. It has been a faithful defender of public credit, and has earnestly struggled to preserve the honor of Virginia from being sullied in the slightest by the taint of repudiation. It points with satisfaction to its advocacy of the formation of a Paid Fire Department, the establishment of the City Water Works, the consolidation of the railroads forming the present Norfolk and Western Railroad, the redemption of the Second Congressional District in 1876, and it is with special pride that it alludes to the success that attended its efforts in bringing about a National Celebration of the Centennial of the Surrender of Lord Cornwallis to General

George Washington, and the steps taken by Congress for the erection of the monument voted by the Continental Congress, commemorative of the great victory achieved by the combined armies of America and France, which finishing the war of Independence, and establishing the United States of America, was the crowning epoch of the Revolutionary struggle. In recognition of THE VIRGINIAN'S services in this matter, Mr. Glennan has been honored by Governor Holliday with the appointment of Commissioner to represent Virginia at the Centennial, and Capt. Tucker was selected by Senator Johnston as the Secretary of the Yorktown Centennial Commission.

In its desire to advance the business and commercial interests of Norfolk,



THE PRESS ROOM.

THE VIRGINIAN has spared neither labor or expense, and its efforts in this respect have elicited and commanded not only words of praise from our people, but the most favorable comments from the press of the country. Specially for this purpose it inaugurated the issuing of eight and twelve-page "special mammoth editions," when ten thousand copies of each were issued and circulated all over the country. These issues contained the first general exhibit of the trade and commerce of Norfolk in all its branches. By this means the outside world was made acquainted with the rapid strides our city has taken in its onward march. The magnitude of this growth was explained by tables of statistics, showing with the brevity of figures the kind and quality of business done at this port, and the "issues" contained maps of

the city, with a plan of proposed extension, and of its trade area, exhibiting railroad, steamship and canal lines terminating at Norfolk. They were also illustrated with views of the city and harbor. The press of the country compiled statements of Norfolk's trade from these editions of *THE VIRGINIAN*, and by this means our prosperity was heralded throughout the land.

Such so far has been the work of *THE VIRGINIAN*. It has not been as complete as it would wish it, yet it has been as complete as its means and its labors permitted. But for the kind assistance of a generous public, who have ever shown their appreciation, it could not have been as successful as it has been. In the future as in the past it will seek to merit that confidence and support that has always been extended.

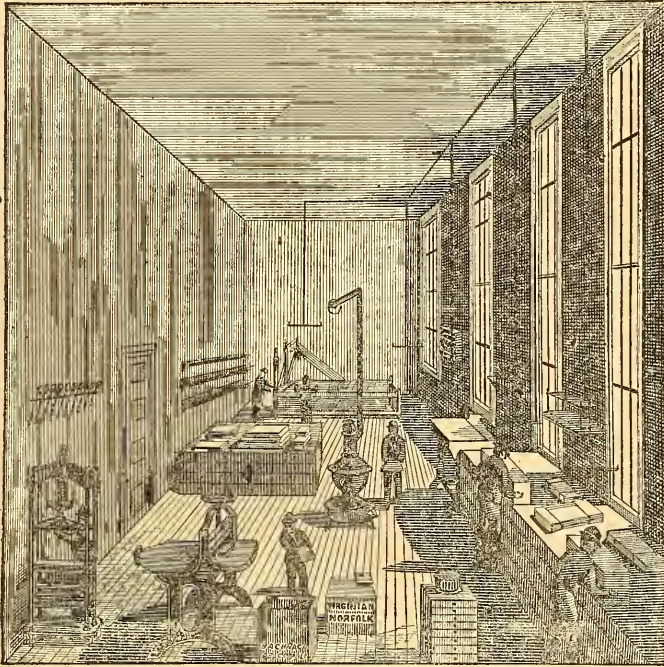


THE VIRGINIAN BOOK AND JOB PRINTING ESTABLISHMENT.

This department of *THE VIRGINIAN*'s business is the most extensive and complete of any establishment in Eastern Virginia and North Carolina. Its facilities for turning out work are unexcelled, and we are prepared to execute every description of job and letter press printing, from a business card to a mammoth poster, with neatness, correctness and dispatch. Fine and color printing is a specialty. Every attention will be given to the printing of books, catalogues, lawyers' briefs, letter and note heads, bill heads, shipping tags, business cards, show cards, hand bills, programmes, wedding in-



vitations, railroad and steamboat printing. Large experience in business, the employment of skilled workmen, and the addition of new designs for fancy printing are among the resources of the establishment. Its specimens of printing are always subject to inspection, and all who desire printing are invited to come and judge for themselves. We are prepared to compete with Northern publishing houses, and simply ask and examination and trial.



OUR BINDERY, BLANK-BOOK MANUFACTORY, AND RULING DEPARTMENT.

Besides its Job Printing Establishment, THE VIRGINIAN has also an extensive Bindery and Blank Book Manufactory and Paper Ruling Department, by which it is prepared to manufacture, in the best manner and at the shortest notice, all kinds of blank books, such as ledgers, journals, cash and day books, invoice and order books, check and note books, and bills of lading books, in any manner that may be needed, and at figures that will compete with the lowest Northern rates. This department is in the charge of experienced and competent workmen, and we guarantee our work to compete in quality and style with any. Old books rebound, and pamphlets, magazines, music, newspapers, periodicals bound in the best style. By the addition of our Ruling Department we are enabled to fill all orders for letter heads, bill heads, note heads, railroad and steamboat blanks, and all work of this nature, at reduced rates. Orders solicited and promptly attended to.

Address, "VIRGINIAN," Cor. Main and Commerce Sts. NORFOLK, VA.

1865-1881.

# Norfolk Daily Virginian,

VIRGINIAN BUILDING,

Corner Main and Commerce Streets, Norfolk, Va.

(M. GLENNAN, Owner.)

SUBSCRIPTION, \$5.00 PER ANNUM.

THE DAILY VIRGINIAN is an unrivalled medium through which the public of Eastern and Tide-water Virginia and North Carolina may be reached. Its success has been without a parallel in the History of the Press of Virginia. Its circulation exceeds that of any other paper published in Eastern Virginia. Its city circulation is greater than that of any other. *Proof.*—Bills of Paper, Postage Receipts, and Books of Subscription.

## THE DOLLAR WEEKLY VIRGINIAN.

ONE OF THE CHEAPEST AND BEST NEWSPAPERS IN THE SOUTH.

*Its Summary of the News* of each week by Telegraph and Mail will be complete. *Its Market Reports* are accurate and compiled with great care. *Its Agricultural Department* will make it of great interest to the Farmer and Planter. *Its Family Reading Matter* will render it most acceptable and interesting to all. *Its Political Opinions* will be uttered without reserve, and oppression from any quarter will be fearlessly resisted on all occasions.

### TO ADVERTISERS.

We call the especial attention of advertisers to the inducements held out to them through the medium of the WEEKLY VIRGINIAN. Its circulation is very extensive through Eastern and South-western Virginia, and all through Eastern and Central North Carolina, and is in excess of the combined circulation of all others in this city

## BOOK AND JOB PRINTING,

We are prepared to execute with promptness all kinds of

*Better Press Printing, from a Business Card*

TO A MAMMOTH POSTER.

FINE AND COLOR PRINTING A SPECIALTY.

BOOKS and PAMPHLETS of any Style printed neatly, in any size letter, at prices to compete with Northern Publishing Houses.

## THE VIRGINIAN BOOK BINDERY AND PAPER RULING ROOMS.

RULING AND BINDING.—Those in need of work in this line will do well to obtain figures from the VIRGINIAN BOOK BINDERY, before giving orders elsewhere.

PAPER of any size ruled to any desired pattern. BLANK BOOKS, &c., made to order. The Binding of MUSIC a specialty. OLD BOOKS RE-BOUND in the best possible manner, and at reasonable rates. GILDING promptly and neatly executed.

# JUDICIOUS ADVERTISING SECURES SUCCESS.

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He who invests One Dollar in Business, should invest One Dollar in Advertising that Business.—A. T. STEWART.

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Constant and persistent Advertising is a sure prelude to wealth.—STEPHEN GIRARD.

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I have most complete faith in printer's ink. Advertising is the royal road to business.—P. T. BARNUM.

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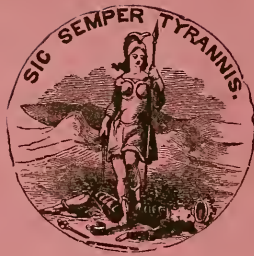
If a man can do Business he should let it be known.—BENJAMIN FRANKLIN.

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My success is owing to my liberality in Advertising.—ROBERT T. BONNER.

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ADVERTISE IN THE VIRGINIAN!



RAWLINS, WHITEHURST & CO.

Wholesale and Retail Dealers in

# EASTERN ICE,

Corner Fayette and Lee Streets,  
NORFOLK, VA.

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*Keep constantly on hand Quantities such  
as to enable us to be prepared at all  
times to fill orders by*

**WHOLESALE AND RETAIL.**

---

*Orders by Mail or Dispatch receive our  
Prompt Attention.*

*We are prepared to furnish ICE by the cargo  
DIRECT FROM MAINE.*

POND OR RIVER ICE,  
OF THE VERY BEST QUALITY.

Orders for Car Loads, Barrels or Hogsheads,  
PROMPTLY FILLED.

All Enquiries receive our Immediate Attention.

W. T. BLACKWELL & Co.  
 DURHAM, NORTH CAROLINA

Manufacturers of the Only

GENUINE DURHAM SMOKING TOBACCO.

BLACKWELL'S DURHAM

Is the FINEST, PUREST, BEST, and most uniform Brand of Smoking Tobacco ever put upon the Market.

|  |  |
|--|--|
|  <p>TRADE MARK.</p> | <p>FOR PLEASURE, COMFORT, HEALTH, SMOKE THE OLD ORIGINAL OF DURHAM TOBACCO.</p> <p><b>BLACKWELL'S</b></p> <p><b>GENUINE DURHAM</b></p> <p><b>SMOKING TOBACCO</b></p> <p>POPULAR BECAUSE RELIABLE</p> |
| <p>MANUFACTURED ONLY BY<br/> <b>W. T. BLACKWELL &amp; Co.</b><br/> <b>DURHAM, N. C.</b></p>          | <p>TRADE MARK</p> <p>THE BULL DOG</p> <p>TAKE NO OTHER</p>   |

ALSO MANUFACTURERS OF

Durham Long Cut & Durham Cigarettes.

These Goods We Offer Under An Absolute Guarantee

THAT-

*They are the Finest and Purest Goods upon the Market.*

*They are free from Drugs or Chemicals of any kind.*

*They consist of the Finest Tobacco, and Purest Rice Paper made.*

SEND US YOUR ORDERS.

SATISFACTION GUARANTEED.









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